

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTSTATIONS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, please advance, \$12
per annum. Postage to any part
of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1907.
—
Complete Edition . . . \$10.00
Small 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Bookellers

No. 15,444. 號四十四百四千五萬一第 日九初月九年三廿緒光

HONGKONG, TUESDAY, OCTOBER 15TH, 1907. 二拜禮 號五十月十年七零百九千一英港香

PRICE, \$3 PER MONTH.

**WATSON'S
HYGIENOL**
A POWERFUL DISINFECTANT
AND GERMICIDE.
CHEAP HARMLESS, EFFECTIVE
Per Pint 50 cents
Gallon \$2.00

**A. S. WATSON & CO.,
LIMITED,**

THE HONGKONG DISPENSARY.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$3.00 per cask ex Factory
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SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 3rd October, 1907.

**AUTOMATIC BROWNING
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CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.

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A LING & CO.,
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(Next to Messrs. Kuhn & Komor).

**FURNITURE AND PHOTO GOODS
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Photographic Goods of every Description
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Developing and Printing Undertaken.
Hongkong, 31st July, 1907.

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Eastman's No. 3, F.P.K. Film 12 Exps. \$1.80
" " " " " 10 " 1.60
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Prices of other sizes of Films are very
moderate.

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Furniture Manufacturers & Photo
Goods Store.

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ART CURIOS STORE**

will be RE-OPENED on the 7th inst. at
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Consuaght Hotel) and
A CLEARANCE SALE

At greatly REDUCED PRICES will be
held to the end of this month.

Inspection Cordially invited.

Hongkong, 3rd October, 1907.

**PEAK TRAMWAYS COMPANY,
LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.00 a.m. . . . Every 10 minutes
9.00 a.m. to 11.00 a.m. . . . Every 15 minutes
11.00 a.m. to 12.45 p.m. . . . Every 15 minutes
12.45 p.m. to 1.15 p.m. . . . Every 15 minutes
1.15 p.m. to 1.45 p.m. . . . Every 15 minutes
1.45 p.m. to 2.15 p.m. . . . Every 15 minutes
2.15 p.m. to 3.00 p.m. . . . Every 15 minutes
3.00 p.m. to 6.00 p.m. . . . Every 15 minutes
6.00 p.m. to 8.00 p.m. . . . Every 15 minutes

NIGHT CARS.

8.45 p.m. & 9.00 p.m. . . . 0.45 to 11.15 p.m.,
every 4 hours.

SATURDAYS.

Extra Cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.

6.00 a.m. to 9.00 a.m. . . . Every 15 minutes
9.00 a.m. to 10.30 a.m. . . . Every 30 minutes
10.30 a.m. to 1.00 p.m. . . . Every 15 minutes
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INTIMATION



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ESTABLISHED A.D. 1841.

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EXCELLENCY THE GOVERNOR.

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LIMITED,

CHEMISTS AND DRUGGISTS,

THE HONGKONG DISPENSARY

Hongkong, 14th October, 1907.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 15TH, 1907.

Students of history must often be tempted to scout as fallacious those two hoary adages, "other times, other manners," and the "tempora mutantur" one. Consider only the Hongkong Daily Press of fifty years ago. To-day we print an extract showing that then as now, the question of Asiatic immigration was very much on the carpet. There has been practically no change in the situation as it existed half a century ago, except that we are less inclined to the coarseness with which our earliest issues treated and dismissed the subject. To-day we dare not wholly condemn the agitation as due to "paucity of political sagacity" in all concerned, though at the same time we cannot venture the claim that such sagacity is more generally diffused than it was fifty years ago. Manners have certainly not changed with the times; the partisans on each side betray the old-time animosity. The disinterested observer to-day is bewildered by the plausibility of the opposing arguments, and is fain to light on some compromise. A London contemporary says there is a point beyond which the precaution of the exclusive Whites becomes prejudice and the adequate passes into the unreasonable. It does not venture even a hint of where that point is to be picked up and ascertained, and that is precisely the most important point of all. If we could only hit upon it! But what publicist dare attempt the def-

inition? Squaring the circle was a childishly simple exercise compared with that problem. To-day the arguments of the Daily Press of 1857 preserve their pristine freshness. We are told that British Columbia comprises a vast territory, possessing considerable variations of climate and diversity of soil and country, and endowed with rich resources and possibilities, even as Australia. Its fruit-farming, agriculture, lumber, mining, and fish-canning industries await development, just as Australia's did. Such development, we are assured, is hampered, "if not starved," by the lack of labour. Japanese and Chinese are really of the greatest service in both British Columbia and California, as they were in Australia. Yet while these statements may be admitted, all the story is not told. The employers and enterprisers are anxious to obtain labour in large quantities at a cheap rate, and they allege that without Asiatic workers the country cannot be properly developed. They allege further that the agitation against Asiatic immigrants is a "purely selfish" one by the Labour Unions, fostered by racial antipathy. On the other hand, the agitators and spokesmen for white labour jeer at this virtuous depreciation of selfishness, and quite properly. The men who want to keep up wages are no more selfish than the men who want to lower them; and even an honest and sturdy race prejudice is less reprehensible than the hypocritical recital of the theory that "of one blood created He all nations." Christendom has so far failed to admit in practice that all men of even one nation are of one blood. They hang the picture up as academically pretty, but turn it to the wall as socially inexpedient. They treat the ideal, in fact, as prizes treat the nude, good for the connoisseur, but bad for the public. Faced with the opposing views of Capital and Labour on the subject of Asiatic immigration, even the best qualified critics despairingly plead that "it is not at present obvious how a permanent amelioration of the situation is to be effected." If such pessimism is possible vis-à-vis only two sides of the question, how can we be expected to approach a solution while conscious of so many more factors and aspects? The whole subject bristles with difficulties, and "not even the youngest of us" can afford to air assured opinions. Even among the employers, it appears, there are some who wish to see man's land. It is a laudable wish, of which no European should disapprove, yet how glibly, how strenuously even, many of us recite the corollary of "Japan for the Japanese," and "China for the Chinese." How simple; how far less complex, must have been such problems in the good old days when might was right. Really, might is still right. Popular prejudices make majority votes, and might establishes its rights at the polling booths instead of on the battlefields. That brings up another aspect, the Imperial Government's treaties and diplomatic obligations. Evidently race prejudice, like superstition, is a natural social force that has to be reckoned with, however it may be deprecated by the intellectually emancipated person. The British Government had to give its assent to legislation in South Africa which imposes upon British Indians disabilities and restrictions against which the intellectually emancipated have frequently protested and of which they cannot pretend to approve. It may reluctantly have to do the same for British Columbia. Ethically, ours is a shameful predicament, and it is to be hoped that our nationals will avoid the mealy-mouthed protestations that have tainted American politics with hypocrisy. If we have to be illogical and unjust, through political exigencies, let us be at least honest about it. If political necessity knows no moral law, we can preserve a little self-respect by not trying to ride the two horses at once. Meanwhile, according to Tokyo, the position is this, that the Japanese Government will not give its consent to any restriction, inasmuch as the immigration may be restricted, when the Canadian Government considers it necessary, without any formal agreement. Such restriction, however, would be regarded in Japan as a contravention of the Anglo-Japanese Commercial Treaty. Fortunately, most of the Japanese immigrants desirous of migrating to Canada have already left Hawaii, and it is not anticipated that such large numbers will invade Canada in the future.

The plague totals at date are 231 cases, 223 deaths. Last week there was one case.

Yesterday's mail brought the news that on the 7th ult. Mrs. Lander wife of the Bishop designate of Hongkong, gave birth to a son.

One hundred Boxers have been killed at Nanamfu. Twenty rioters have been caught and punished in Kanchoifu.

At the Police Court yesterday before Mr. F. A. Hazland, Leung Fak, roving boat master, was fined \$50 for making fast to the a.s. Tuo Sang while under way.

The American Consulate General received the following telegram from the Manila Observatory at 2 p.m. yesterday:—October 14, 1907, 11.30 a.m., typhoon South Guam.

Lieut. Colonel Saito has completed the survey of Chientao, the disputed district on the Korean-Chinese frontier. The Japanese, wishing to avoid a collision, have suggested to China that she should not send any troops to the district. Thereupon China has refused the number of her proposed reinforcements to 500.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledged, with thanks, the following donations to the funds of the Hospitals:—

Tao Shing Guild	...	\$25.50
Gaupe & Co.	...	20
Pharmacy	...	10
Hon. Wei Yuk	...	5

The return of visitors to the City Hall Library and Museum for the week ending the 31st October, 1907, shows that of non-Chinese there were 336 to the Library and 150 to the Museum; and of Chinese 157 to the former and 175 to the latter. The Library was, therefore, used by 543 persons and the Museum by 2,105.

Before Mr. C. D. Melbourne at the Police Court yesterday R. Reiter, a German sailor from the sailing vessel *Luthe*, was fined \$7 for being drunk, disorderly and assaulting the police. The cook of the same vessel was sentenced to six weeks imprisonment by Mr. Hazland for stealing a purse containing £5 from an apprentice.

A syrup mixer employed in Messrs. A. S. Watson and Co.'s soda water factory appeared before Mr. F. A. Hazland at the Police Court yesterday charged with stealing four bottles of syrup and three boxes of acid. His Worship held the charge proved and sentenced the defendant to six weeks imprisonment and six hours' stocks.

Introducing one of the speakers at the Shanghai banquet to Mr. Tait, Mr. H. B. Morse warned his hearers against falling into the error of implicitly trusting that in Oriental affairs "two and two" always "make four." "When you have an occidental two and an oriental two to make a utopian four," he said, "I am reminded of the old proverb, 'If you have two apples and three pears, how many oranges do you think you could eat?'"

"AT HOME" AT GOVERNMENT HOUSE.

Government House yesterday when Lady Lugard was "at home" from 4 to 6 p.m. to the leading Chinese residents of the Colony. About an equal number of European ladies and gentlemen were invited to meet them. It is scarcely necessary to interpose the remark that the Chinese was an entirely masculine assembly. His Excellency and Lady Lugard welcomed the guests on the lawn which was dotted with refreshment tables around which mixed groups were soon formed, and His Excellency and Lady Lugard graciously sought to promote the success of the little reunion. Lady Lugard is generally acknowledged to be an ideal hostess, and it is no mean tribute to her ladyship's genius in this respect to say that the gathering proved both pleasant and interesting. The Band of the Middlesex Regiment was present and added to the afternoon's enjoyment.

H. E. WU TING FANG.

H. E. Wu Ting Fang leaves Hongkong this week for Shanghai and after a few days stay there will proceed to Peking for an Imperial audience before his departure for America to take up his appointment as Minister to Washington. His Excellency takes office for three years. Formerly the salary and allowances attaching to the post amounted to \$250,000 per annum, but the cost of the embassy is being lessened by a reduction in the staff of secretaries, attachés, interpreters and writers which the Minister is this time taking with him.

SHARP ADVANCE IN WHEAT.

There has recently been a sharp advance in wheat owing to the failure of crops in India and Russia from lack of rain and to the crops in the Argentine not coming on as usual. Australia apparently is refusing to dispose of any of her stock in hand, while America is short on account of damage to crops in the Eastern states. The interest of this news for local readers lies in the relation it bears to the prosperity of the Hongkong milling company's enterprise. Four months ago, we are informed, the local mill bought up 30,000 tons of wheat at a low figure, so that the company stands to do well in the flour market during the ensuing winter.

THE INTERPORT SHOOTING.

An error has been pointed out in our report of the Hongkong shoot in the Interport match. At the 300 yds. range we omitted Mr. Pidgeon with Mr. Gordon's score, and vice versa. Mr. Pidgeon's score at that range was 31, and Mr. Gordon's 32. This transposition created a further error in their aggregate scores, which should read:—

Pidgeon	31	32	34	(97)
Gordon	32	31	27	(90)

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SOCIALISM IN BRITAIN.

LONDON, October 14th.

An energetic Socialist campaign has been commenced.

PRICE OF WHEAT.

LONDON, October 14th.

Wheat has risen to 40s. and is expected to rise to 50s.

THE U.S. FLEET.

LONDON, October 14th.

Two United States armoured cruisers have sailed for the Pacific Ocean.

REPRESSING SOCIALISTS.

LONDON, October 14th.

Liebknecht, the German Socialist leader, has been sentenced to eighteen months' imprisonment in a fortress for publishing an anti-military book.

INTERPORT SHOOTING.

VICTORY FOR SHANGHAI.

SHANGHAI, October 14th.

The Shanghai team shot off to-day and scored 943.

[This is a victory for Shanghai by five points over Hongkong. Last year the men of the Northern port scored 936.]

[EDITOR'S SERVICE.]

THE VANCOUVER RIOTS.

LONDON, October 12th.

It is announced in Ottawa that Mr. King, Deputy Minister for Labour proceeds immediately to Vancouver to settle the riot claims; all of which will be dealt with generously. Mr. Pope, the undersecretary of State, will accompany Mr. Lemieux to Japan.

THE HEALTH OF THE EMPEROR OF AUSTRIA.

LONDON, October 12th.

The King and Queen of Spain have postponed their intended visit to the Emperor of Austria indefinitely. This is regarded as an indication that the Emperor Francis Joseph's condition is more serious than is admitted.

LAST NIGHT'S MUSIC.

The H.K.V.C. can claim another success. Last night's concert on the Parade Ground was most enjoyable. The band of the 1st Middlesex Regt. played several attractive pieces very well, and earned and got much applause. Bandmaster Calhorne was complimented. Mr. W. H. Claxton opened the vocal programme with a truly baritone. "Out on the deep." He has a capital voice, well in control, and sang well. Mr. S. Moore gave equal pleasure with his tenor solo, a tender appeal to a lady, ably assisted by "Nirvana." Such an expressive voice would not want Nirvana, and Nirvana in a lady's arms is something new to Biddis. Mr. Moore acknowledged a well deserved encore with another sentimental that would melt the coldest of dames. After this, and the usual tedious "stage wait," Messrs. Joki, Koenig, and G. Grimbale played their trio, violin, cello, and piano. It was one of those thrifty foreign pieces, suggestive of the sorrows of childhood, with pizzicato spasms of cheerfulness intervening. The audience was much impressed, and demanded more. The trio repeated the pizzicato bits. Mrs. A. G. Gordon, a contralto whose contributions we never fail to enjoy, gave us "Kathleen Mavourneen." She wore a handsome frock of crimson velvet that suited her charmingly. A lady on our reporter's left said it was "lovely," and a gentleman on the right (who turned out to be a professional opera singer) used exactly the same adjective in speaking of her voice. The audience, requested an encore, but Mrs. Gordon merely bowed her acknowledgement. Mrs. Walter Benedetto, in a scratch wig and eccentric coat, now offered something more amusing than musical, a sort of recitative about "spooning." However, the people seemed to relish it, and brought him back. His next was better, a nigger-minutely ditty into which he put more life. Mr. W. A. Hannibal opened the second half with a funny song about a married man, at which the people laughed almost continuously. The moral of it was that marriage makes men wish to die. Mr. Percy Browne was his accompanist. It was encored, and Mr. Hannibal illustrated various ways of reciting Kipling's indiscretion, the Absent-minded Beggar. He is certainly a humorous young man. Mr. Joki was then encored for his violin-playing, interpreting the plaintive compositions of one of his nationals. Mr. Frederick Carr sang, in character, "The Burglar's Serenade," and then Mrs. Gordon favoured us with Blumenthal's "Squidino and Rain," and for encore, sang "Because." Mr. Grimbale's able accompaniments were helpful and much appreciated by all the vocalists. Mr. Latty sang a comic song, Mr. Lammer not attending.

THE DAIRY FARM Co., LD.

The eleventh ordinary yearly meeting of shareholders in the Dairy Farm Co., Ltd. was held at the Company's Depot, No. 2, Lower Albert Road, yesterday afternoon. Mr. F. Maitland presided, and there were also present Hon. Mr. E. Osborne, Dr. G. W. Noble, Messrs. E. H. Hind, J. Walker (directors), Mr. Manuk (acting secretary), A. Stevenson and Chan Tong.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said:—Gentlemen, the report and accounts have been in your hands some days, and, with your permission, I will adopt the usual course and take them as read. During the period under review we have been unfortunate in having two serious attacks of sickness among the cattle which caused your Manager, Mr. Walker, and Directors much anxiety; however we are now quite over it and the herd is well and healthy. Every precaution is taken to keep out disease and our thanks are due to your Manager for his special exertions during the trying times. Notwithstanding this drawback, our policy of writing down our assets and building up a reserve from profits followed for many years past has gone a long way towards enabling us to place before you a by no means bad account, and I am glad to tell you that all our subsidiary businesses are now on a paying basis and help to augment our profits to an appreciable degree. It is our desire to place before our customers the purest of milk and cream and the best obtainable of butter, cheese, hams, bacon, chickens, capons, Dairy fed pork and Australian frozen meat. Our Secretary was granted leave of absence for eight months and should return in a few weeks. Mr. Manuk has acted in his stead and has given your Directors satisfaction.

It is not your will approve of the appropriations as set forth in the accounts and report. Your Directors, after careful thought, decided to discontinue Fire and Typhoon Insurance except Fire Insurance on the Town Depot and \$5,000 of the profits have been earmarked to start a Fire and Typhoon Insurance Fund. Our risks are well scattered and a saving of about \$2,000 per annum in premium will be effected. It is recommended that a sum not less than \$2,000 be added to the Typhoon and Fire Fund each year out of the profits. Before moving the adoption of the report and accounts I shall be pleased to answer any questions.

There were no questions, and the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. STEVENSON seconded the motion, which was agreed to.

The retiring directors, Messrs. F. Maitland and E. H. Hind, were re-elected on the motion of Mr. WALKER, seconded by Mr. CHAN TONG.

Mr. STEVENSON proposed the reelection of Mr. W. H. Potts as auditor.

Mr. WALKER seconded, and the motion was agreed to.

The CHAIRMAN—Thank you gentlemen, for your attendance. Dividend warrants are ready now on application.

FIFTY YEARS AGO.

[Extracts from the Hongkong Daily Press of Oct. 10th, 1857.]

We are sorry to learn that some of the Artillerymen, one of them wearing a Crimean medal, have been committing some very obnoxious and unmanly acts, and that too whilst on duty. A corporal with three of his men went into a house in Queen's Road West, and clamorously demanded for females to be brought to them. The request not being complied with, they drew their swords, and threatened all sorts of destruction. Luckily, or rather miraculously, a Police constable was on the spot, who at once laid information against them. They appeared before the sitting Magistrate this morning who imposed upon them the very lenient fine of Ten Shillings each. It is to be hoped however that the Military Authorities will also administer another reprimand to them.

Faming, fretting, agitating, with never a solid or healthy measure introduced, the Melbourne Legislature, backed by the Melbourne Press and Melbourne public are teeming, bristling, and truculent on the immensity of that moloch, the Chinese immigration. To develop the resources of a country, whether in its mineral or agricultural wealth, a certain amount of population is an absolute necessity. Whether this population be made up of occidental or oriental races is but a matter of small consideration. Produce and consumption are the foundation of all commerce, and in the systematic adaptation of these, lies the whole secret of trade, civilization, and all the elements of national wealth. But poor John Chinaman, plodding, industrious, unassuming—a voluntary selfseeker from his own land for the riches which a golden shore has opened to his view, he now, has become the bugbear, the bar, and the mystery which Victorian Colonists are unable to combat and solve. A meeting has been lately held in Melbourne, presided over by the Governor, Sir Henry Barkly, for the evangelisation of the Chinese, in which the principal arguments adduced both by His Excellency and the clerical gentlemen present, were, that never yet had so noble a field been offered for the conversion of the Heathen gentiles, if we may use so paradoxical a term; while at the same time—beautiful, magnanimous contrariety! they are arming themselves with pen and plume, and legislative enactments, to prevent any further influx into the colony of that very race whom they so religiously wish to evangelize. Why they should wish to deter a peaceable and industrious people from migrating to their shores, is a mystery that can only find its solution in the paucity of political sagacity which pervades, not only the majority of the community, but the members of both legislative assemblies.

A HONGKONG WEEKEND.

"Where's your luggage?" inquired the skipper, as his guest stepped on board.

"Here," laconically and smilingly said the guest, holding out his left hand, in which were held a box of cigarettes and a theological book. The skipper shook his head.

"Not enough," he said, seriously. "I'm afraid you'll need another book."

The anchor was cranked up, and the handsome vessel headed for Friday's sunset, a fair wind driving her through Capatimann Pass what time dinner was discussed.

Over black coffee and Turkish tobacco on deck, the two friends chatted thoughtfully. The sky was impressive with stars; the gurgle of water at the vessel's foot was soothing; the stealthy silence of night tended to subdue their voices. The horned moon was for a moment as a beat on the horizon; then, as Castle Peak Bay was passed, it sank, and the cloud capped peak and its outlying headlands merged into the general mark.

"An 'voir, Hongkong, with your dollars, and dears, and comrades," murmured the skipper.

"Oh, that it were good-bye," echoed the guest.

A few dim lights, too low for stars, glimmered beyond the bows. A naked footed Chinese sailor padded forward. There was a splash, and a whirr, and the yacht swung to her anchor. Soon all slept.

At six a.m. the guest sprang on deck. A fair mirage in the west played herald to the sun, and a fine day. He dived, and found that even so late as October 12th, before breakfast, the sea can offer a warm embrace to its lover. The skipper went ashore with a gun at eight, leaving the guest to sail round the point to Wang-ha to meet him.

Wearing, toga-wise, a red blanket, and nothing more, the helmsman tackled up the long inlet, dodging the dories of fishing nets and fishermen's platforms. Again, as always when sailing, the feeling came that Time is a myth, a figment of imagination. With that rare spirit, Sir Thomas Browne, he conceived himself "in some manner to have lived from the beginning and to be as old as the World," or nearly. Certainly as old as the art of sailing. A fly pestered him, settling repeatedly, despite rebuffs, on his naked forearm. The incident jumped with his musing. He had a sudden, odd, vivid realization that yesterday, or the day before, the master of a Roman trireme had impatiently struck at the same insect, or one of its ancestors. That could not have been a thousand, two thousand years ago, surely. His eyes stared unseeing, over the phalanx of Neptune's hosts, *impi* after *impi*, marching past with glittering spears and accoutrements.

"Go 'bout." The guttural reminder of the watchful Chinese sailor jerked the Roman back to the twentieth century. At mid-day, wet and tired, the skipper came aboard, with only two birds. "Snipe finished," he explained. Both men had a swim, and then tiffin. Then a period of *dolce far niente*.

Over the tiller, homeward bound, they talked again, more animatedly, in brilliant sunshine. The skipper really has a soul above dollars and dears and comrades. All the way for miles, on both sides of the speeding yacht, silvery fish kept leaping into view, thousands of them, millions of them. A remark by the guest at this plethora of life and energy, notwithstanding the numerous nets and constant labours of the fishermen—the two men had themselves eaten twenty or so of these scaly playfellows—moved the skipper even toward philosophy. He cited the phylogenetic hypothesis of the Monists.

"True. The sea is our father and mother. It is more fruitful than the earth. Not only does it sustain these Chinese fishermen: It may be said to be the sustaining source of all life. It is—"

"The origin of life." The guest put in his oar. The philosophic solo became a duet. "Organic life began when the sea did. Without its fluid presence life was impossible. Our own bodies are composed, sixty or seventy per cent of them, of water."

"The embryo, the human fetus, contains as to its tissues more than ninety per cent."

"Yes. And there are the medusae, more than ninety-nine per cent water."

There was a lull in the conversation, and then the skipper, doubtless by an involuntary association of ideas, suggested whisky and soda.

There ended philosophy, and likewise the glamour of the sea and sailing. Baffling headwinds decided the skipper to start the auxiliary motor; and this wonderful little engine, all of which would pack comfortably into a child's wheelbarrow, hurried the big, forty-foot vessel back to Hongkong in marvellously quick time, without a stop. The guest has little sympathy for mechanics. However, so here his chronicle of a pleasant weekend terminates.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 14th at 11.35 p.m.—The barometer has risen slightly, moderately over China and Japan, respectively.

Pressure is highest over China to the North of the Yangtsze, and over the N. part of the Sea of Japan. It is lowest over the S. part of the China Sea.

Fresh monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.21 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, fresh to heavy.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lantau.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

NAVAL COURT MARTIAL.

RE STRANDING OF H.M.S. "FLORA."

A Court Martial was opened yesterday morning on board H.M.S. "Tamar" concerning the stranding of H.M.S. "Flora" in Hongkong Harbour on August 28th. The Court, composed of Commodore R. H. F. Stokes, of the "Tamar" (president), Captain S. V. Yorke de Horsey, of the "Kent," Captain Seymour Elphinstone Erskine of the "Bedford," Captain C. L. Vaughan-Lee of the "Astraea," and Commander H. L. Mawley of the "Monmouth." The officers placed on trial were Captain Rowland Nugent and Lieutenant Kenneth Mackenzie Mackenzie Grieve, and the charge against them was that by neglect they did hazard the "Flora" on the night of 28th August. Captain Tpk, of the "Monmouth" presided, while prisoners "friends" were Paymaster A. Gyles for Captain Nugent and Lieut. Anderson for Lieut. Mackenzie Grieve. The proceedings opened with the reading of the report of the stranding of the "Flora" and the statements by the officers concerned. Captain Nugent, in his statement, said he took full responsibility for the accident, which he ascribed to among other causes the strong flood tide and the deceptive light.

Lieutenant Armistead said he was stationed on the upper deck when the "Flora" was passing through Lyeemoo Pass. The only alteration of course he remembered was to starboard, this being made to clear a junk.

What sort of a night was it for seeing?—It was bright moonlight, sometimes clouded over a little. There was a mist on the Peak and I found the light rather deceptive, as regards distances and places.

Just before the ship struck how far could you see to starboard?—Five minutes before?—We could see both sides.

How far could you see?—I could see land distinctly on both sides.

Could you make out the chimneys or masts of Kowloon Dock in passing?—I did not see them.

When the ship struck where were you at the time?—I was at the foot of the ladder leading to the fore bridge.

Did you see anything ahead at all, any land or anything prominent?—No, Sir, I was not looking for it.

Cross-examined by Captain Nugent. You say the light as regards distances was rather deceptive. When coming up the harbour did you notice the buildings on Kowloon peninsula as if they were on the island of Hongkong?—Yes, Sir, I did.

Before coming into the harbour did I consult with you as to the amount of work we had to get through before leaving?—Yes, Sir.

Witness then stated the amount of work to be done. Of stores to get out there were 1 tons of ammunition, 124 miles of electric cable, 38 one hundred pound mines, some empty, and small stores belonging to warrant officers to return, also mails and parcels for Hongkong. To get in there were 45 tons of ammunition, 350 tons of coal, about five tons of paymaster's stores, small stores for warrant officers, also mails and parcels for the Peak and probably supernumeraries for the Fleet. He did not think this work could have been finished before Sunday. That was Wednesday.

At this stage the court was cleared. Witness added that the captain told him he considered it necessary to leave on Saturday afternoon for Nagasaki to get there by the fifth as it was typhoon season.

By the Court—He did not see the captain's orders to be at Nagasaki on the 5th.

Sub-Lieutenant Tait said he was keeping watch on the "Flora" on the night of the 28th when the ship was entering the harbour. After clearing Lyeemoo Pass they had to alter their course twice to clear junks and had to reduce speed for about two minutes. The ship was brought back to her original course. There was very little time between the first and second alterations. He could see land distinctly on the starboard bow before the ship struck. The harbour seemed full of shipping. Both leadmen kept the leads going all the time but there were no soundings. The speed was reduced about four minutes before the ship struck. When the "Flora" struck she heeled to starboard and struck three times. He immediately called to the boatswain to clear the decks and fall in, and he closed all the watertight compartments. When he went to the upper bridge he heard the captain say "No, that's not ground we have struck; it's only a buoy." The engines were immediately put astern. Before the ship struck he could not distinctly see any land on the starboard bow.

Cross-examined by Captain Nugent—He had never been to Hongkong before. It was on account of the numerous lights on land and shore that made it impossible to pick out the "Tamar."

Cross-examined by Lieut. Mackenzie Grieve—He noticed a big building ahead on the port bow, which he made out to be on the Hongkong side. At the time of striking the light was not sufficient to see distinctly. He found difficulty on account of the halo cast by the steaming light and frequently they were almost upon junks before they saw them.

By Captain de Horsey—He was certain she heeled to starboard.

By Captain Erskine—She was on a steady course when she struck.

Lieutenant Stanley, who was stationed on the forecabin when the "Flora" was entering the harbour, spoke to her course being altered after clearing Lyeemoo Pass to clear several junks. The night was smooth, calm, and dark. He thought there was moonlight but it was not very clear. When the vessel struck he thought they were further up the harbour on the island side. He did not know whether the searchlight was ready at the time or not.

Petty Officer Henry Adams, quartermaster of the watch when the ship was entering the harbour on the 28th August, said he could see a lot of lights but could not say whether they were on shore or on junks. After the alteration of course, he was told to steer by the compass. She was on a steady course for six or seven minutes before she struck.

Cross-examined by Captain Nugent—He could see the top of the land but could not see the waterline.

Leading Seaman Gillett said he was doing duty as boatswain's mate on the night in question. He declared that neither houses nor anything else could be made out. Having described the striking of the "Flora," he said she came off as soon as the engines went astern.

Chief Yeoman of Signals Bull said that on the night in question the outline of boats could not be seen, nor could he see the lights of the "Tamar" flashing. Coming up the harbour, he could see large buildings ahead.

Cross-examined by Captain Nugent—He considered it hard to judge distances that night.

Cross-examined by Lieut. Mackenzie Grieve—Witness had been asked by that officer to point out the "Tamar" lights. They could be seen when they flashed.

By the Court—He could not see the land line after passing Lyeemoo.

Signalman Featheright said he was on duty on deck on the night in question when the "Flora" was entering the harbour. The moon was frequently obscured and the objects could not be made out distinctly more than 100 yards distant. After passing Lyeemoo he could only see the "Tamar" when she flashed her lights. They passed through a lot of junks. He could not make out any objects on the starboard side, but could see lights which seemed like window lights. He could not see the outline of any houses or chimneys. He was looking out for signals when they passed the "Tamar."

Lieutenant Richards, navigating lieutenant on board H.M.S. "Monmouth," pointed out on the chart the bearings shown on the books of the Navigating Officer of the "Flora." The tide up till 11 o'clock on the night in question was practically nil. From 11 o'clock when the course was altered through the Lyeemoo Pass there were no fluxes on the cross bearings. He estimated the position at 11:20 when the ship's course was altered north 80 degrees east to be eight cables from the red light on Quarry Point. He assumed tide was running about one knot or less, setting towards Quarry Point. After the turn was made the tide would probably set the ship 100 yards towards Hungnam Point thus placing the ship 100 yards south of No. 2 docking buoy.

Seaman Cameron said he was on duty on the night in question. He was stationed on the fore upper bridge. At times he could see some distances. When the "Tamar" answered the "Flora's" signal he could not make her out. That part of the harbour was a confused mass of lights. He could not see any houses or chimneys and he could not distinguish whether the lights visible shortly before the "Flora" struck were electric or not.

Seaman Godsell, stationed on the fore bridge of the "Flora," said he was starboard lookout on the night in question. Before the ship struck he did not report anything. He did not see any lights or anything on the starboard.

Seaman McWha, on duty on port lookout, said he made no reports on the way into the harbour. He saw some junks but did not report them. Before the ship struck he did not see anything. There was land on either side.

Seaman Burnett, port leadman, said he got no soundings until the ship struck.

Seaman Wheeler, starboard leadman, said he was in the chains from 11 o'clock, but picked up no soundings. On the way he noticed white lights on shore. He could see the land. The lights were about 200 or 300 yards. When the ship struck the sounding he got was mark 5 and on her coming off he got mark 8.

Artificer Jacket said the engines were reduced for about four or five minutes after eleven o'clock. They were reduced from 72 to slow. When the ship struck it was about a minute before the engines went astern. They were stopped immediately on striking. Striking did not make any difference in the engines.

Lieut. Richards was recalled.

Cross-examined by Captain Nugent—In the position he had marked on the chart he had allowed less than one knot for the tide. He allowed no deviation. According to the latest deviation tables there was a deviation of one degree in two minutes. That would tend to put the ship more easterly, and in the position in which she found herself.

Captain Nugent submitted that the letter which he had put in was not evidence before the Court.

Witness added that the new buildings on Blackhead's Point considerably altered the appearance of that point. In the early part of his evidence his calculations were based on the position of the buoy which he found, was incorrectly placed.

Captain Nugent said the Court was not aware of the erroneous position of the buoy and he suggested that the position be taken from some well defined point such as the Docks.

Witness then stated the position of the ship from the Admiralty dock gate at Kowloon and indicated that the position marked on the chart was where with the data in his possession he had calculated the ship would have been at 11:25.

By Captain Nugent—The ship would have gone clear of Cust Rocks if she had continued south 63 west and not altered her course when the buoy was sighted.

Certain other questions were asked but were disallowed by the Court.

This concluded the case for the prosecution and the Court was adjourned for an hour and a half at the request of Captain Nugent.

Captain Nugent read his statement of defence. At the outset he gave his reasons for entering the harbour at the time he did. There was a lot of work to be done before he set out for Nagasaki, and in order to save time he decided to enter Hongkong at night. He had entered Hongkong three years ago both by day and by night and he anticipated no difficulty in entering. Outside Lyeemoo Pass there was a fairly good moon, and the points of the land could be seen distinctly. Inside Hongkong harbour the moon was obscured by clouds and owing to the innumerable lights it was found difficult to make out anything. The searchlights were ready but he did not consider it advisable to employ them as steamers might have been coming out of the harbour. Before coming into the harbour he told Lieut. Mackenzie Grieve that as he had only been once in Hongkong before he (Captain Nugent) was prepared to take all responsibility in the event of anything happening. As to the charge of neglect he submitted that no evidence had been produced to substantiate that. He explained that when he found the buoy on the port buoy he was puzzled and after a minute's consideration he came to the conclusion that it must be either No. 1 Admiralty buoy or else a large mooring laid out in mid channel for merchant ships. It was further misled by the new buildings on Blackhead's Point which completely altered the appearance of that point. He had ascertained since the accident that the buoy was 450 yards south quarter east of its proper position. Had it been in its proper place he would not have seen it and the course he was steering would have taken him clear of the Cust Rocks. He attributed the grounding of the ship to the erroneous position of this buoy. He considered Lieut. Mackenzie Grieve an able officer and he was in no way to blame for what occurred. He thought that the richest port in the world should be accessible at all times and if the accident leads to some improvement in the lighting of the bay some good may have resulted therefrom. In conclusion he added that he had been in the service nearly 35 years and that was the first occasion on which his conduct had been called in question. For 20 years he had been navigating officer on all classes of ships, without accident and had during five years been in command of four of His Majesty's ships.

Lieutenant Mackenzie Grieve's statement, read by his friend, said that the new godowns on Blackhead's Point had caused him to think it was part of Hongkong Island. There were no prominent points by which he could fix the position of the ship and when the captain altered the course he (Lieut. Mackenzie Grieve) saw no reason to differ from his position. His belief at the time was that the buoy they had seen was No. 1 Admiralty buoy. He had only once before piloted a ship, a small sloop, into Hongkong harbour. Since then many alterations had been made in the way of reclamation and other works of which he had no intimation on the charts. Under the circumstances he submitted that the charge of neglect had failed and the utmost he could be blamed for was an error of judgment.

Lieut. Butterworth said he received the Commodore's order to verify the position of No. 2 docking buoy and the result showed that it was roughly 450 feet south quarter east of the position marked on the chart. It was not an authorized position. His position was correct within 10 or 15 feet. He had no idea how long the buoy was in its present position. He saw no reason why the buoy should have shifted its position between the 28th August and 21st September. As the King's Harbour Master it was his duty to have a general knowledge of the bays and moorings in the main of war anchorage. He did not consider the telegraph light on Hungnam Point a navigational light. He did not think it was shown on the chart. Witness believed the light had been moved.

Do you think the Admiralty chart and sailing directions give any idea as to the direction and strength of the tides in Hongkong Harbour?—No. It would be impossible to do so.

Lieut. Sorivan said he received the Commodore's orders to verify the position of No. 2 docking buoy and found it to be about 450 feet south quarter east. He did not consider the red light on Hungnam Point a navigational light and he would not use it coming into the harbour.

Lieut. Anderson, "friend" of Lieut. Mackenzie Grieve read the testimonials held by the latter.

The Court was then cleared.

On re-opening, all the witnesses being present, the Judge Advocate read an extract of the finding of the court martial which tried the officers of H.M.S. "Flora" after she stranded.

The Court was again cleared.

The finding of the Court was that the charges were proved except that relating to negligence. The court was of opinion that Captain Nugent should be severely reprimanded and cautioned to be more careful in future and that Lieut. Mackenzie Grieve be reprimanded.

The "Kaiser-i-Hind," of Bombay, says that it learns from a reliable source that the well-known Jewish merchant of that city, Mr. Jacob Sassoon, has resolved to make a gift of twenty-five lakhs of rupees for some work of public utility, particulars of which are now being arranged. It is believed that the gift will be used to establish an Industrial as well as Scientific and Technical Institute. The proposal to establish a well-equipped laboratory in the new premises of the Elphinstone College is also being considered. Last year Mr. Jacob Sassoon contributed a lakh and three-quarters for the building of a new hospital in Poona.

EVOLUTION OF HONGKONG.

(Written for the Hong Kong Daily Press.)

(Continued from last Monday.)

III.

In due course Lord Macartney arrived off Taku, where in accordance with the conveyed intention of the Emperor he was received with every mark of respect, only one slip having been made—the chief of the reception party, a Manchew of high rank, having failed to board Lord Macartney's ship on its first arrival, an act of discourtesy for which he afterwards incurred censure and degradation at the hands of the Emperor. So far everything had to all appearance gone off successfully, and Lord Macartney in view of the exposed nature of the anchorage off the bar, decided to send away his fleet. This Manchew, who to all appearance had received heavy bribes from the Canton officials, from the beginning showed his hostility, and being now the guest of the Emperor, had no means of openly recouping his studied insults, and owing to the want of an efficient interpreter was unable to reply. The first of these insults was the hoisting of a flag over the vessels attending the Ambassador proclaiming that the mission was bearing tribute from a subject state; and finding, probably through the connivance of his interpreters, that the minister made no protest, at Tientsin he was made to perform a mock homage to the supposed presence of the Emperor in a temporary shrine. The ingenuity of the Manchew was not yet exhausted, some report having come that at the time at war, had been assisted by foreigners who wore caps, his Canton friends most probably concocted a story of their being Indian troops, and this tale was assiduously propagated by the chief. Of all these plots Lord Macartney was ignorant, only he found as he went on that, in spite of the honourable reception that the Emperor had ordered, the Embassy was meeting with distrust, and at time ill-will.

Finding that the victim was still unconscious of the game being played on him, a new torture was invented—this time, nominally, under orders from the Emperor, Lord Macartney was informed that under no circumstances could the ceremony of the Kotow be dispensed with, and an elaborate ceremonial was got up, and in order to render him perfect he was required to practise it beforehand in the presence of the chief. Although the minister protested, still on his being told the affair was urgent he was got to declare that he would submit, if a high Chinese officer did the same before a picture of His Britannic Majesty. The Chief was backed up in these absurdities by the Grand Secretary, who had evidently been got at in the same manner and the ceremony of bowing went on till the arrival of the Mission at Jehol. There it was announced that the Emperor would waive the ceremony and receive the Ambassador in European style. Looking back at the affair with the benefit of knowledge, we can see that the whole had been brought about by the Grand Secretary and the Manchew Prince of his own motion and that the actual influence had been a huge bribe, from the Canton officials, who felt that their monopoly was slipping away, and feared to lose the accruing profits.

The Emperor Kienlung was at the time an old man of eighty-three, he was in accordance with the practice of an active youth got up at 8 a.m. each day, but was so exhausted by 6 in the afternoon that he regularly retired at that hour. Still personally he was a born ruler of men, and as a monarch had too much regard to the dignity of office to willingly place any indignity on a fellow ruler, and seemingly indignantly refused to hear of the proposed ceremony. The personal interview accorded was coincident with the monarch's birthday celebration, and was merely formal; His Majesty evidently feeling unequal to further exertion. It was so far as it went perfectly satisfactory, but the business portion was left in the hands of the Grand Secretaries, and the Manchew Prince, whose ill disposition had never been concealed. To them too was plainly delegated the writing of the Imperial reply to the King's letter, which under the outer semblance of respect was studiously insulting.

"As the requests," it went on to state, "made by your Ambassador militate against the laws and usages of this our Empire, and are at the same time wholly useless to the end proposed, I cannot acquiesce in them. I again admonish you, O King, to act conformably to my intentions, that we may preserve peace and amity on both sides, and thereby contribute to our reciprocal happiness. After this my solemn warning, should your Majesty, in pursuance of your Ambassador's demands flout out ships, or attempt to attempt to trade either at Niangpo-Chuan, Tientsin, or other places, as our laws are extremely severe in such a case, I shall be under the necessity of directing my mandatories to force your ships to quit these ports. Let us therefore live in peace and friendship, and do not make light of my words."

Thus ended an Embassy which well conceived on the part of the British Government, and under an able chief, was yet rendered worse than useless by the wrong-headed blustering and stupidity of the Court of Directors of the East India Company. The Canton mandarins had gained a complete victory, and from that time till the death of Lord Nipior, a victim of the brow-beating of Commissioner Lin, a most emissary of the freely yet unheeded Taokwang, the story of British intemperance and humiliation, with Kienlung the energy of the T'ang dynasty had come to a close, indeed the last years of his reign were marked by a decay which had already commenced to set in the vitality of the land. He had ceased to take with declining years that interest in affairs of state

THE FINEST SELECTION OF WHISKY ON THE MARKET.

IRISH		1 doz. Bott.	F.O.S. Very Old Liqueur Our own bottling	\$18.00
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SCOTCH.			JAMES BUCHANAN & CO.,	
KING EDWARD VII. & Co. Liqueur	Sole Agents for the DISTILLERS Co., Ltd., Edinburgh.	\$21.00	"BLACK and WHITE" do.	18.00
Highland Club		13.00	Teacher's Highland Cream "Sole Agents" do.	15.00
H. Simpson & Co's HOUSE of LORDS, White Seal, Sole Agents		16.00	GOLD SEAL do.	10.50
D. & J. McCALLUM'S PERFECT TION, 20 years old	Sole Agents	16.00	Red Seal do.	9.00
N.B.—We hold a large stock of Whiskies in application.			AMERICAN.	
			CANADIAN CLUB, Hiram Walker & Sons, Ltd.	\$20.00
			TAYLOR'S O.F.C. Pure Rye Sole Agents	20.00
			Fine Old Bourbon do.	19.00
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12, QUEEN'S ROAD CENTRAL.

that had marked his youth, and had permitted his ministers to gradually assume more and more of the imperial prerogative. The repulse of Lord Macartney's mission meant not only the humiliation of England, but marked the extent to which decay had already entered into the body politic. Senile arrogance was in fact in the ascendant at Peking, and statesmanship had been consigned to oblivion, never to return.

(To be continued next Monday.)

HONGKONG CORINTHIAN YACHT CLUB.

The annual meeting of this Club is announced for the 17th inst. The acting secretary's report to the members reads as follows:—

Gentlemen,—It is good for the Club and pleasant for me that I should be enabled in my capacity as secretary to present to you an annual report teeming with features compelling congratulation.

The year has witnessed the accelerated progress of our institution towards that predominant position in the Colony that we all hope—and hope faithfully—it is yet to occupy.

Our membership now totals 219, an increase of 24 during the year.

We have had a very good sailing season with plenty of boats and prizes, including the Commodore's Cup won by the Gael, Fas second, Foam third, Mr. Ramsay's prize, first Thecla, second Foam, third Gael; Vice-Commodore's Cup, first Foam, second Gael, third Ariel; "China Mail" Cup, first Gael, all other boats gave up the race having strong north-east wind with a lot of sea running; the Club Championship Cup, first Gael 58 points, second Foam 34 points; Cliff Cup, first Foam, second Ashore, third Thecla; Warren Cup first Ariel, second Gael.

The Cruiser Class held fourteen races including Dr. and Mrs. Jordan's prize, first Tremora, second Annie; Sir Paul Chatter's prize, first hantleer, second Annie. In the Championship event Annie was first and Chanticleer second.

Motor Boat Section.—Six races were held, the following being the successful winners:—Vital Spark, Signal and T—

I may also mention as a matter of fact if not a matter of course that our sailing season had an excellent beginning and an equally excellent ending. The opening cruise at Leichikok was favoured with yachtman's weather and a large and happy company of members and friends.

The same conditions attended the closing cruise at Futaba. A new trophy figured in this latter event, the Warren Cup, provided by subscription to preserve the memory of a popular and prematurely deceased member, being the prize for the race to Futaba. It was won on that occasion by the Ariel, and its first and present holder is Mr. Templeton.

New interests have attracted new members and cemented the loyalty of the old. The provision of bathing facilities under the expert and enthusiastic supervision of our most energetic treasurer, assisted by some of his many cronies, has been greatly appreciated. This led inevitably to water polo, and in our very first season our team has established itself as a force to be reckoned with. In other ways our swimmers have distinguished themselves and brought new honours to the Club, carrying off a good percentage of prizes at the sports held by our friendly rivals, the V.

We have ordered one four-oared rowing boat from Home and one pair-oared rowing boat locally, and already have every prospect of seeing the letters C.Y.C. well to the fore in competition with our contemporary, the Royal Hongkong Yacht Club and the V. R. C. This new departure has obtained the sympathy and/or the support of the majority of our members.

Locally, the Club premises have become very popular and the improved appearance of very surroundings will already have been noted.

Special thanks are due to Mr. Crutchebank for his kindness in undertaking to give personal attention to our interests in connection with the rowing boat built at home, as well as to the donors of prizes above named. [Sgd.] H. Pearson, Acting Hon. Secretary.

The accounts of Mr. A. McKirdy, hon. treasurer show a balance in hand of \$455.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room on the 24th September 1907.

Present:—Messrs. W. N. Wallace (Chairman), C. A. V. B. W. A. F. Gardiner, Nuan T's. chow, W. K. W. Wilson, the Health Officer and the Secretary.

A 15 minutes of the last meeting are read and confirmed.

The Superintendent of Police reports the following cases have been dealt with at the Mixed Court since the last meeting:—

SUMMARY ARRESTS.

Committing a nuisance 5, Theft 5, Obstruction 1, Assault 6, Contempt of Court 1, Removing material from the public roads 1.

(Signed) W. N. WALLACE, Chairman.

By order, C. BEECHLEY MITCHELL, Secretary.

ITCHING ALMOST UNBEARABLE

Eczema in Sore, Red Patches Like Ringworm Spread Over Body and Limbs—Physician No Help—Gradually Grew Worse—Could Not Work With Comfort—Relieved in One Day and At Last

IS PERFECTLY CURED BY CUTICURA REMEDIES

"About October of last year I noticed a small round red patch on each of my lower limbs, not unlike ringworm. It gradually got so large and irritating that I could not go on with my work in comfort. Finally, sores began to spread all over both of my limbs, and the itching and pain was so acute that I consulted a doctor, who said the complaint was eczema. He gave me some salve, which I used for several weeks. Instead of improving, however, they got gradually worse, and the sores were itching at last got almost unbearable. I tried all kinds of other ointments, which did me no good. "One day I happened to see an account of how Cuticura Remedies had cured a case something like my own, and I determined to try them. The following day I had less discomfort, and after using the Cuticura Remedies awhile my skin began to heal. The itching and irritation died away and the skin itself assumed a healthy appearance. I too, perseverance with Cuticura has now resulted in a perfect cure. The quantity I required was two tablets of Cuticura Soap, two boxes of Cuticura Ointment, and one vial of Cuticura Pills. I will always recommend Cuticura to my friends.—Daniel Steptoe, 26, Burymore Ave., Queensdown, Feb. 8, 1906."

SKIN HUMOURS

Eczemas, Tetter, Rashes, Itchings, Irritations and Chaffs Cured by Cuticura.

Warm baths with Cuticura Soap, gentle anointings with Cuticura Ointment and mild doses of Cuticura Pills afford immediate relief and point to a speedy cure of torturing, disfiguring humours of the skin, scalp and throat in infants, children and adults, when all else fails. A single set of Cuticura Soap, Ointment and Pills, 25c. each, will cure you. Sold by all druggists and dealers. Write for free literature. S. J. Cuticura Co., Lowell, Mass., U.S.A. (In London, 1, Abchurch Lane, E.C. 4.)

WATER RETURN.

Level and storage of water in reservoirs on the 1st October—

	1906.	1907.
Above overflow. Above overflow.		
Tytam	1 ft. 8 in. 2 ft. 6 in.	64 in.
Byewash	2 ft. 2 in. 2 ft. 3 in.	3 in.
Tytam Low Level	0 ft. 1 in.	1 in.
Pokfulam	1 ft. 11 in. 1 ft. 9 in.	9 in.
Wongnashong	11 in. 1 ft. 0 in.	0 in.

	1906.	1907.
Tytam	399,300,000	407,000,000
Byewash	25,842,000	25,900,000
Tytam Low Level		198,389,000
Pokfulam	70,220,000	69,860,000
Wongnashong	31,678,000	33,260,000

Total 827,060,000 782,417,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF SEPTEMBER.

	1906.	1907.
Consumption	119,218,000	145,722,000 gallons
Estimated population	354,900	205,60

Consumption per head per day 16.9 23.6 gallons

Rider Main in operation up to 19th and constant supply during the remainder of the month of September 1906. Constant supply during the whole of the month of September 1907. The return of Consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF SEPTEMBER.

	1906.	1907.
Kowloon New	112,000,000	
Consumption	14,844,000	23,611,000 gallons
Estimated population	81,100	78,700

NOTICE

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Commencing from October 15th, positively for one month only.

A large and varied collection of Gold, Silver, Ivory, and Sandalwood Wares, Pommes and Canton Silks, Crepe and Crepe Shawls, Grass Cloth, Grass Cloth Embroideries, Silk Embroideries, &c.

Canton, 14th October, 1907. 16:9

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On TUESDAY, the 22nd October, 1907, at 11 a.m., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Lee House Street, 100 Dozens SLAZENGER 1907 CHAMPIONSHIP TENNIS BALLS, 44 DOBERRY 15 RAMSAY RACQUETS.

TERMS.—As Usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 15th October, 1907. 16:0

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND POOHOOW.

THE Company's Steamship

"HAINUN."

Captain A. J. Robson, will be despatched for the above Ports on FRIDAY, the 18th inst., at 9 A.M.

For Freight or Passage, apply to DOUGLAS, LAKE & Co., General Managers.
Hongkong, 15th October, 1907. 16:1

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:—
Epitomes of the Week's News.
Leading Articles.

Proposed Chinese Pope.
International Law of Immigration.
Korea.
Typhoon Shelters.
Our Legislative Debating Class.
Hague's Small Value.
Hongkong Yachting.
Mystery of the Pacific.
Hongkong Legislative Council.
Hongkong Gymkhana Club.
Is Hongkong Lightly Taxed?
The Trial of Adsett.
Supreme Court.
Secretary Tait in Hongkong.
Improved Riches for Hongkong.
"Rob Roy".
Arrival of Lord Li.
Interpret Rifle Shooting.
Companies.

Hongkong and Kowloon Wharf and Godown Co. Ltd.
William Powell, Ltd.
Canton Insurance Office, Ltd.
A Hongkong L. & S. Co.
International Reply Coupons.
The Evolution of Hongkong.
Parasols Post between Japan and Hongkong.
Early History of Trade and Customs at Amoy.

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Japan.
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Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent, including postage 34 cents each or 31 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

HONGKONG JOCKEY CLUB.

THE ORDINARY HALY-YEARLY MEETING will be held at the JOCKEY CLUB OFFICE (Hongkong Club Annex), on SATURDAY, 19th October, at 12:30 p.m.

Canton, 8th October, 1907. 16:35

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of Shareholders will be held at the Office of the undersigned at 12:30 p.m. on FRIDAY, the 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

JARDINE, MATHESON & CO., LD., General Agents.
Canton Insurance Office, Limited.
Hongkong, 5th October, 1907. 16:23

THE SHANGHAI CLUB.

Issue of Taels 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Taels 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Taels 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tls. 95 per Tls. 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three acre Fire fan and the Club buildings and it is intended that the DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tls. 1,000, Tls. 500, or Tls. 100 to suit convenience of applicants.

By Order of the Committee.
C. G. CLOSE, Secretary.
Shanghai Club.
Hongkong, 6th August, 1907. 16:05

INTIMATIONS

C.M.S. BAXTER MISSION.

THE ANNUAL SALE of WORKS in aid of the above, will be held in the CITY HALL TO-DAY (TUESDAY), the 15th October, from 9:30 to 4:30 p.m.

Hongkong, 9th October, 1907. 16:37

CHUN WOO.

SHIPCHANDLER, STEVEDORE, SHIP'S PROVISION AND NAVY CONTRACTOR, COAL MERCHANT, &c.
No. 43, CONNIGHT ROAD CENTRAL.
Hongkong, 10th October, 1907. 16:41

WANTED.

BY A WINE and SPIRIT FIRM a BURO "MAN SALESMAN. Must be sober, energetic and persevering. Apply by letter to "WINE" Office of "Daily Press" Office.
Hongkong, 12th October, 1907. 16:55

MAGISTRACY.

IT IS HEREBY NOTIFIED that the ANNUAL SESSION of HIS MAJESTY'S JUSTICES OF THE PEACE will be held in the JUSTICES' ROOMS, at the MAGISTRACY, on TUESDAY, the 5th day of November, 1907, at 2:15 p.m., for the purpose of considering applications for publicans and adjutant licences for the year 1907-18 (under Ordinance No. 8 of 1893). Forms of application may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy on or before FRIDAY, the 18th day of October, 1907.

F. A. HAZELAND,

Police Magistrate.
Hongkong, 8th October, 1907. 15:56

SANTARY BOARD OFFICE.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria, and the Western Division of Kowloon, occupied by members of more than one family, must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "throughout" need in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircases, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau Ma Tei Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK, Secretary.
Dated this 1st day of October, 1907. 16:7

THEATRE ROYAL, HONGKONG.

FOR A SHORT SEASON ONLY.

COMMENCING FRIDAY, OCTOBER 17TH.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Successes:

THURSDAY, October 17th:
The Great Gaiety Theatre Success, "THE ORCHID."

FRIDAY, October 18th:
The Rags of the present London Season, "THE NEW ALADDIN," at Present Crowding the Gaiety Theatres London.

SATURDAY, October 19th:
The Brilliant Musical Comedy, "SERGEANT BEBE," of the "C" Division.

MONDAY, October 21st:
The Beautiful Comic Opera, "AMASIS," From the New Theatre and Criterion Theatres London.

TUESDAY, October 22nd:
Sydney Jones' Masterpiece, "THE GEISHA."

WEDNESDAY, October 23rd:
Seymour Hicks' successful Musical Comedy, "THE BEAUTY OF BATH."

THURSDAY, October 24th:
The Scintillating Fanny Musical Comedy, "THE GAY PARISIENNE."

FRIDAY, October 25th:
The Highly Successful Musical Comedy, "THE DAIRYMILLS."

SATURDAY, October 26th:
George Edwards' Superb Production, "THE GIRL ON THE STAGE OR THE LITTLE CHERUB."

MONDAY, October 28th:
The Great Apollo Theatre Success, "MR. POPPLE OF IPPLETON."

TUESDAY, October 29th:
The Rags of London and New York, "THE BELLE OF MAYFAIR."

WEDNESDAY, October 30th:
The Sparkling Military Comedy, "LADY MADCAP."

THURSDAY, October 31st:
The Sparkling Chinese-Comic Opera, "SEE SUE."

MUSIC by Sydney Jones
Composer of "The Geisha."

LAST NIGHT.

FRIDAY, November 1st:
"THE SPRING CHICKEN."

Box Plan Now Open at
Messrs. S. MOUTRIE & CO., LTD.
Hongkong, 3rd October, 1907. 16:8

TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st October, 1907. 16:2

TO LET.

FIRST Class European House, Lochiel Terrace and Humphreys Avenue Kowloon.
Apply to—
HEWAN & CO.
Care of China Merchants S. N. Co.
Hongkong, 1st October, 1907. 16:30

TO LET.

"HATHERLEIGH", CONDUIT ROAD.
No. 1, RIFON TERRACE, BONHAM ROAD.
OFFICES in KING'S BUILDING and YORK BUILDINGS.
GODOWNS in PRATA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st October, 1907. 11:60

TO LET.

SHOPS and FLATS in Des Vaux Road, Central.
No. 6, CAMERON TERRACE, Kowloon.
No. 14, SALISBURY AVENUE, Kowloon.
No. 3, EAST TERRACE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 15th July, 1907. 11:55

TO LET.

"GLENWOOD" CAIRN ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL.
Top Floor, (over Calbrook MacGregor).
OFFICES in Queen's Road Central.
BELLIOS TERRACE HOUSES, ROBINSON ROAD.
"THE EYRIE" Peak (Furnished) for 3 months from 1st September 1907. Cheap Rental.
BISHOP'S LODGE SOUTH (PEAK). Partly Furnished, Immediate Possession.
No. 1, MOUNTAIN VIEW (PEAK). Furnished. For 4 or 5 months from 1st December, 1907.
No. 6, DES VEAUX VILLAS (PEAK).
No. 2, BEACONSFIELD ARCADE.
No. 53, ELGIN STREET (Corner House).
Apply to—
LINDSAY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 25th September, 1907. 10:3

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRATA EAST, formerly in the occupation of the Admiralty.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st October, 1907. 8:09

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 16:00

TO LET.

IMMEDIATE POSSESSION.
No. 2, HOLLYWOOD ROAD.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 197

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE MATHESON & CO., LTD.
Hongkong, 24th June, 1907. 11:04

TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suited for storage of any kind of merchandise.
Apply to—
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 8:20

TO BE LET.

AS from the 1st August next, No. 5, MORRISON HILL.
Apply to—
MESSRS. JARDINE, MATHESON & Co., Ltd.
Hongkong, 1st July, 1907. 11:51

TO LET.

IMMEDIATE POSSESSION.
GODOWNS Nos. 95, 96, 97 and 100, Praya East.
Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 20th July, 1907. 16:9

TO LET.

"STONEHEVED" 35, Robinson Road.
No. 52, CAIRN ROAD.
Nos. 27, 29, 31 and 33, SEYMOUR ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 32nd July, 1907. 10:3

TO LET

OFFICE, Large Front Room, on First Floor No. 13, Queen's Road Central.
Apply to—
KELLY & WALSH, LTD.
Hongkong, 14th October, 1907. 16:57

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.
Apply to—
E. D. SASSOON & CO.,
Comptroller Department.
Hongkong, 22nd August, 1907. 13:32

TO LET.

NO. 38, CAIRN ROAD.
AUCTION ROOMS, No. 2, Zetland Street.
No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 9th October, 1907. 94

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession. Apply to—
YEE SANG FAT & CO.,
Sama Address.
Hongkong, 7th October, 1907. 16:27

TO LET.

NOS. 2 and 3 Observatory Villas, Kowloon. Moderate Rental. Tennis Court and Electric Lights.
Possession 1st November, 1907.
Apply to—
ARRATON V. APCAR & Co.,
45 Wyndham Street.
Hongkong, 5th October, 1907. 16:20

TO LET.

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarter.
Apply to—
DAVID SASSOON & Co. LTD.
Hongkong, 9th October, 1907. 16:38

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."
A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms. Large airy and well furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.
Apply to—
Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road (late of "Tang Yuen").
Hongkong, 27th June, 1905. 143

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 15:30

FOR SALE

INLAND LOT No. 1703.
SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).
The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.00 per annum.
For further particulars, apply to
GOLDING & BAELOW, Solicitors,
10, Queen's Road Central.
Hongkong, 12th September 1907. 1494

FOR SALE.

FOR COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 38 on PRATA EAST. Approximate AREA 43,000 SQUARE FEET. 99 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. 10:6

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIATIC STAMPS. MIXED STAMPS.
100 for \$0.30 500 for \$3.00
150 " 1.75 1000 " 10.00
200 " 3.50 1500 " 25.00
250 " 5.75 2000 " 35.00
275 " 9.00 3000 " 95.00

Also Stamps in bags, sets, &c., &c.
ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.
GRACA & CO.
1145 Hongkong Hotel Corridor.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG
For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906.
Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.
Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama.
CAPITAL PAID UP ... Gold \$3,250,000, = about Mex. \$5,900,000
RESERVE FUND ... Gold \$3,250,000, = about Mex. \$5,900,000
HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.
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LONDON BANKERS:
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NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.
THE CAPITAL & COUNTIES BANK, LIMITED.
BRANCHES and AGENTS all over the World.
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2 1/2 per cent. on Daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per cent. per annum.
For 6 " 4 " " " "
For 3 " 3 " " " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong 24th July, 1907. 12:39

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000
RESERVE FUNDS:—
STERLING \$1,000,000 at 2/11= \$10,300,000
SILVER ... 11,750,000
\$21,750,000
RESERVE LIABILITY OF PROPRIETORS 10,000,000

COURT OF DIRECTORS.

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Hon. Mr. HENRY KESWICK, Deputy Chairman.
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E. Goetz, Esq.
A. Haupt, Esq.
G. R. Lehmann, Esq.
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H. A. W. Slade, Esq.
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CHIEF MANAGER

Hongkong—J. E. M. SMITH

Shanghai—H. E. L. HUNTER

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. E. M. SMITH, Chief Manager.

Hongkong, 17th August, 1907. 21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. E. M. SMITH, Chief Manager.
Hongkong, 12th January, 1907. 22

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (21,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,112,570.38 (2178,048)

HEAD OFFICE: AMSTERDAM.

SUB-OFFICE: THE HAGUE.

HEAD AGENCY: BATAVIA.

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BANKERS:

London: THE WILLIAMS DRAGONS BANK, (SWISS BANKING CO.).

Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.

Berlin: DEUTSCHE BANK.

Brussels: BANQUE DE PARIS ET DES PAYS BAS.

Vienne: UNION BANK.

Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

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HONGKONG
BUSINESS DIRECTORY.

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The only office in China having European
taught workmen Equal to Home
work.

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Iron, Steel, Wholesale and Retail
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Views of China and Japan. Work
done for Amateurs; 110, 54, Queen's
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Good Panoramas Views of Hongkong,
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Ribbons, etc., always in stock.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Clean-
ing, Repaired, Overhauled. Charges moderate.
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NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG.

New Twin Screw Steamer, Capt. J. MCGINTY,
Leaves Hongkong for Canton at 9 P.M. on
MONDAY, WEDNESDAY and FRIDAY.

Leaves Canton for Hongkong at 5.30 P.M. on
TUESDAY, THURSDAY & SATURDAY.
Fare 1st Class, \$3 single passage
Meals \$1 each.

ALSO

SPECIAL EXCURSIONS TO MACAO
on every SUNDAY
Leaving Hongkong at 9 A.M.
Returning from Macao at 6.30 P.M.
Fare 1st Class \$1.50 single passage
2nd 90
3rd 40
Meals \$1 each.

Servants' passages must be paid for.
CHANG ON STEAMBOAT CO., LD.,
No. 222, Des Voeux Road Central.
Hongkong, 19th September, 1907. 1527

MITSUBISHI DOCKYARD
AND ENGINE WORKS,
YAGASAKI.

CODE WORD, "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length...	732 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	984 "
Width of Entrance on Bottom...	834 "
Water on Blocks at Spring Tide...	344 "
DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	75 "
Water on Blocks at Spring Tide...	64 "
DOCK No. 2.	
Extreme Length...	571 feet.
Length on Blocks...	560 "
Width of Entrance on Top...	86 "
Width of Entrance on Bottom...	63 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.

Suitable for vessels up to 1,000
TONS.
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING
or REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.
The COMPANY has the powerful steamer
"QUEA-MARU" 712 tons, 700 I.H.P.
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. 739

MARTIN'S

APIOL & STEEL
PILLS

A French Remedy for all Irregularities. Thousands
of ladies keep a box of Martin's Pills in their drawers
as a sign of their irregularities. The pills are tiny
and can be taken at any time. Those who use them
recommence them before their second day. At all
Chemists, Druggists, and Grocers.
MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

SANTAL
MIDY

These tiny
Capsules—
superior
to Copaiba,
Cubeb, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.
Each Capsule bears the name
(MIDY)

LADIES' SAFE
REMEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

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CHAPOTEAUT

Prescribed by the highest French
Medical authorities and superior to
Tansey, steel Drops and Penny
royal.
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INTIMATION

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nor send the book, directly or indirectly, to any
part of the territory to which it relates.
A printed slip setting forth the conditions
under which the book is sold will be inserted
in every copy that is not intended for use
in Hongkong, Shanghai or Treaty Ports.

LLOYD'S GREATER BRITAIN
PUBLISHING CO. LTD.,
38, QUEEN'S ROAD CENTRAL.

PRESS REVIEWS OF PREVIOUS
WORKS.

"THE GUARDIAN," July 10, 1907.
Books of Reference.
"It would be difficult to find a book of refer-
ence more trustworthy or more complete."

"THE TIMES LITERARY SUPPLEMENT," July 12, 1907.

"Twentieth Century Impressions of Ceylon
is, perhaps, not a very appropriate title for a
book which aims at conveying something very
much more than mere impressions. The
volume is extremely well bound and the
illustrations, which are said to number 3,000
admirable executed. There is much valuable
information regarding tea and rubber
cultivation, pearl fisheries, and every branch
of trade and industry practiced in the island."

"THE SPECTATOR," July 1, 1907.
"Twentieth Century Impressions of Ceylon
(Lloyd's Greater Britain Publishing Company,
Limited).—This very sumptuous volume, with
its 876 quarto pages and its illustrative
photographs, numbering nearly 3,000, is well
worthy of its objects."

"THE SCOTSMAN," May 23, 1907.
"Yet by whatever biographical name it is
described, it is an invaluable compendium of
facts and figures for engineers specially in-
terested in the present state of Ceylon; and its
material features, it should be added, reflect
credit upon everyone concerned in its
production."

"THE MORNING POST," June 29, 1907.
"This is done in the case, for you shall not
think of anything which might be worth
knowing about 'India's Pearl Drop' and be
disappointed in finding information about it."

"THE DAILY NEWS," July 9, 1907.
"Every aspect of the island, historical,
commercial and political and legal, and so forth has
been treated and in each case the subject has
been entrusted to an expert."

"THE FINANCIAL NEWS," July 15, 1907.
("Reviewed by P. Roy F. Martin, F.R.G.S.")
It has long been a reproach among publishers
that, amid the heterogeneous literature which
continually pours forth from the press, little or
no attention is devoted to the numerous in-
terests which our own colonies possess, and
concerning which the general public have—and
can obtain—little or no information. To a great
extent this omission is repaired by the
occasional issue of such works as "Twentieth
Century Impressions of Ceylon: its History,
People, Commerce, Industries and Resources,"
edited by Mr. Arnold Wright and published
by Lloyd's Greater Britain Publishing
Company, Limited, Tailor Street, E. C.
Comprehensive as the title of this handsome
volume is, it by no means fails to justify itself in
the subject matter treated. No page of history,
life or industry, or in, the beautiful "Pearl-
drop of India"—as Ceylon has been not inap-
propriately termed—is overlooked, and the same scrupulous
and discriminating care which has characterised
publications emanating from the same source is
observable in this.

"THE CEYLON INDEPENDENT,"
July 13, 1907.

"No expense has seemingly been spared in
its preparation to achieve a satisfactory result,
one that would reflect credit both on the Colony
and the producers."

"TIMES OF CEYLON," July 17, 1907.
"The book forms a most useful directory to
the business houses in the port and to the
commercial industry of the island generally.
In this way it should serve a very useful
purpose. In concluding a lengthy, but far from
complete, running review on this monumental
book on Ceylon, we once again take the
opportunity of complimenting all concerned on
the careful and thorough manner in which it
has been produced from the first page to the
last. There is not the slightest evidence of
careless work anywhere, on the contrary every
page bears ample testimony of the admirable
character of the supervision over the production
both in London and in Ceylon."

"THE WEST AUSTRALIAN,"
August 7, 1907.

"It is remarkable for the completeness with
which the labour involved in its compilation
has been carried out."

"LONDON DAILY TELEGRAPH,"
April 6, 1906.
"Twentieth Century Impressions of Natal
is a splendid volume worthy of its great
subject. It is a mine of information."
Hongkong, 10th October, 1907. 1642

SCIENTIFIC MISCELLANY.

THE GROWTH IN GRASS—SCIENCE AS A
HOBBY—STELLAR TUN—CAVES OF FIRE—
SOLID BUILDING FOUNDATIONS—LONDON'S
SMOKE—PLAYING WITH CADMIUM—SUG-
GESTION IN SKIN DISEASE—ANTIMONY
PAINTING.

The effect of grass on tree growth has been
studied in England, at the Woburn Experi-
mental Farm, for some years. Sponser
Picking reports that in general various grasses
retard the growth of fruit and other trees over
whose roots they may be growing, and in the
case of freshly planted trees, the action is
decidedly injurious or even fatal. Experiment
has shown that the effect cannot be due to
absorption of food or moisture from the soil,
nor to influence on soil temperature or on the
gases contained, nor to the formation of acid or
alkali. Some poison produced by the grass,
directly or through bacteria—may affect the
tree roots but the latest experiments make it
appear that the real influence is due to the
killing by the grass of the root bacteria that in
some way promote the tree growth. The roots
seem to owe their function to bacterial action—
a conclusion of great and far reaching signifi-
cance, if verified.

Vary the routine of daily labor by cultivating
a scientific hobby, is the advice of Prof. S. P.
Thompson, who reminds us that much of the
world's scientific work has been done by
amateurs. For instance, William Herschel,
discoverer of Uranus, was a music teacher, William
Gilbert, author of "The Magnet," was a medical
man, Dr. W. H. Dallin, an authority on the
microscope, was a clergyman; and William
Sturgeon, inventor of the electromagnet, was a
shoemaker.

Observations of the spectrum of Alpha
Scorpii made at the Cape of Good Hope have
shown a puzzling line that English
astronomers have attributed to iron. If this proves
to be correct, it is the first discovery of an ever
made in the atmosphere of a star.

Returns by the London Fire Brigade show
that the careless practice of dropping matches
and other lights is the most prolific source of
conflagrations, more than 21 per cent of the
3,843 fires which occurred in the County of
London last year having been due to this cause.
No less than 257 fires arose from unprotected
lights, 198 from oil lamps, 87 from improperly
set up stoves, 93 from hot ashes, and 235 from
sparks from grates. Gas leaks and the neglect of
chimneys have been a source of trouble, and
the fire department has been called upon to
search for them with lights and the result in 131
fires. Inadequate wiring for electric circuits led
to 100 fires, some of them quite disastrous, but
it is believed that the new regulations and
safeguards urged upon architects by electrical
engineers will make quite safe such wires as
may be placed in future.

The "compressed" method of making founda-
tions, which has been under test for six or seven
years in Paris, consists in forcing a tapering
ram down to hard pan and then ramming into
the hole successive layers of sand and rubble.
The process thus forms a solid conglomerate
pile of the shape of an inverted mushroom, with
a base four to six feet in diameter. For
ordinary foundations one such pile takes the
place of five or six wooden ones, and it will
support an enormous load without sinking or
collapsing. In wet earth, clay is introduced
around the hole to make the sides water-tight.

Half of the smoke cloud that the London
County Council is trying to suppress is believed
to be due to the ordinary domestic grate. In
winter—on days when most business places have
been closed the smoke of a million domestic
chimneys has been seen to rise in a solid bank
3,000 or 4,000 feet and drift with the wind to a
distance of 50 miles in such density as to hide
the sun. Dr. Shaw's estimate is that one half
of London's sunshine is cut off by smoke in
winter and one-sixth in summer.

The difficulties of electrolating with cadmium
have been recently overcome, thus opening up
an important use for the metal, which is now
obtainable at a moderate price. The best
result has been obtained from specially pre-
pared cadmium carbonate, carefully purified;
although the commercial salt has proven fairly
satisfactory. The cadmium carbonate is dis-
solved in a solution of potassium cyanide, form-
ing a clear, bright yellow plating bath, and a
cadmium plate is used for the anode. A perfect
deposit is laid with either a hot or a cold bath,
a temperature of about 125 degrees F. being pre-
ferred. The coating, though soft, is harder
than silver, and the color is as white as tin but
not so white as silver. The surface, which takes
a very high polish, is not readily tarnished by
sulphuretted hydrogen or other vapors.

One of the surprises of the time is the con-
servatism of medical science in leaving chiefly
to charlatans and impostors such powerful heal-
ing agents as electricity and mental effort. A
German report mentions the remarkable ex-
perience of Dr. Von Szelesowsky with a case of
multiple necrotic gangrene of the skin in a
young woman aged twenty. An ulcer on the
back of the left hand had persisted for three
years, and more recent ulcers were present on
the upper arm, the breast, the thigh, and the
foot. A cure resulted from suggestion—while
the patient was in a hypnotic sleep.

Antimony pigments are being favored by the
French and Italian governments. The advan-
tage is claimed over white lead in being
non-poisonous and over zinc paint in being
permanent and sun-proof.

Tellurium is a practically useless metal. A
little is used in medicine, but it is stated that a
day's yield of a single copper refinery would
stock a large chemical supply house for a year's
trade.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Arctia* left Singapore for
this port on the 12th inst. at 10 a.m. with the
outward English Mails, and is due here on the
17th instant at about 10 a.m.

The H. A. L. str. *Siltunia* left Singapore on
12th inst. at 5 p.m., and may be expected here
on 18th inst. at noon.

The I. G. M. str. *Kleis* left Kobe via Nagasaki
and Shanghai on Sunday the 13th inst. p.m.,
and may be expected here on or about Tuesday
the 22nd inst.

The C. P. R. str. *Monteagle* arrived Nagasaki
at 7.30 a.m. on Sunday the 13th inst., and left
again at 4 p.m. same day for Shanghai where
she is due to arrive at 6 a.m. to-day.

The C. P. R. str. *Empress of Japan* arrived
Yokohama at 4 p.m. on Sunday the 13th inst.,
and left again at 8 p.m. same day for Kobe
where she was due to arrive at 6 p.m. yesterday.

HOW TO BE BEAUTIFUL—Keep your com-
plexion, Mrs. Ellen's Crema Charmante, Lait
Charmant and Special Skin Tonic and Poudre
Charmante will enable you to do it. Her
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Sole Agents
554

DEATH OF MR. S. E. MOUTRIE.

The N. C. Daily News of October 7th says:—
We very much regret to report the death on
Saturday, in circumstances which point to
suicide, of Mr. Sidney E. Montrie. Mr. Montrie
who was only in his 24th year, was a young man
of exceptional talent. He was educated at
Bedford Grammar School, and afterwards went
to a grammar to study for the Consular Service.
Failing to pass the examination for entrance to
the service, Mr. Montrie turned his attention to
what, apparently was more congenial work. He
wrote several short plays, and his dramatic
genius as impressed Mr. Beerboom Tree (that
he offered Mr. Montrie a small part in "Nero").
This, however, for family reasons, was not
accepted and the deceased returned to China
about two years ago. In 1906 he published a
tragedy in one act entitled "Julius," written
when he was seventeen, which displayed re-
markable poetic talent for one of his years.
It was accepted by Mr. Beerboom Tree, but
rejected by the licensee of plays on which
score, it was difficult to see. While his poetic
and artistic tastes were always to the fore,
Mr. Montrie was highly esteemed by the
employers under whom he served in the
East. For over a year he was in the firm
of Renter, Brookman & Co., at Hongkong,
and more recently he joined Messrs. Atkinson
and Dallas. No motive for his action
has transpired and it is probable that it will
never be known what led him to take his
life. Great sympathy is felt for Mr. Montrie,
who lost his husband only this year. The
funeral took place yesterday afternoon at the
Bubbling Well Cemetery. The service was
conducted by the Rev. A. J. Walker, and there
was a large attendance of friends. The coffin
was carried to the grave by Messrs. Bolton, K.
D. Steward, Duns, P. Lumsden, A. Whelan,
A. A. Brady, H. H. Fowler & J. R. Weeks.
An inquest on the body of Sidney Edward
Montrie was opened at 13 Yates Road at 11.30
a.m. on October 5th.

Walter Frederick Harris, sworn, said:—
I identify the body just seen by you in my
presence as that of Sidney Edward Montrie. I
am one of the deceased. I live in this house
with my mother and my sister. I shared a
room with the deceased. I was at home last
night and so was deceased. After dinner we
came into this room. At 9 o'clock, Mr.
Montrie said goodnight to us and retired.
I read here till 10.30 p.m., the deceased
also remaining with me, but he was not
reading, which was rather unusual and I
thought he looked a bit depressed, but I made
no comments at the time. I finished writing
him good night at 10.30. I saw nothing more
of him till I awakened this morning at 7. He
was sleeping in his bed as usual. I got up and
had my bath, and returned to the room and Mr.
Montrie must have left his bed by another door
as I came into the room, presumably to take his
bath. I came down as usual at 8 to breakfast
and remarked to his mother that I had not seen
Sidney to speak to, whereupon we both went up-
stairs thinking there was something amiss. We
found the spare bed-room and both room
with both doors locked. On calling in
we received no answer. I sent for a ladder to
see into the room through the windows over
the door. The coffin looked through and said
he was on the bed with plenty of blood. The
coffin got into the room by the window and
opened the door. We found the body on the
bed, bleeding from a wound on the right
temple. He was lying diagonally across the
bed with his legs over the side and with
his revolver under the right knee, the
right hand by his side. I at once telephoned
for Dr. Jackson, who arrived with his
brother and subsequently Dr. Hauwell also
arrived. The deceased was twenty-four
years of age. He has been out from home
not quite two years. The deceased has been
here all the summer, but he has not been ill at
all, not so as to be attended by a doctor. The
deceased frequently complained to me of
suffering from depression. He has particularly
complained of being depressed in the morning
and more so frequently. I have ascertained
from the boy that after I went to bed last night
deceased went out and did not return till 12.20.
The coffin let him in. This was a most unusual
thing for him to do. It was raining heavily
last night.

At this stage the inquest was adjourned.

"The Salt or Sulfur"

Abbey's

Effer-

vescent Salt

You will be thankful when
you become acquainted with
Abbey's Salt, for you will find
it pleasant and effective.

Abbey's Salt conquers head-
ache, constipation, indigestion,
biliousness, and all troubles
that come from a disordered
condition of the stomach, liver
and bowels.

When you do become ac-
quainted with Abbey's Salt,
you will probably be sorry you
didn't know about it sooner.

Sold in two sizes by all Chemists and Stores,
and by Watkins, Ltd., and A. S. Watson,
Ltd., Hong Kong.
The Abbey Fruit Salt Co., Ltd.,
144, Queen Victoria Street, London, E.C.

THORNE'S

OLD VAT

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

JAPANESE BEER.



"YEBISU"

"SAPPORO"

"ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.
The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

Have You Considered

How very many serious illnesses develop from small ailments? The digestive
and excretive organs become slightly deranged, and unless the cause is removed,
the trouble becomes aggravated, and lasting sickness is almost certain to follow.
The secret of good health is to right the wrong in its early stages, and no
better corrective is known than

BEECHAM'S PILLS.

By their specific action on the stomach, liver and kidneys, they assist those
organs to perform their proper functions, and so restore normal condition.

Don't wait until you are really ill, but when you feel out of sorts, take
BEECHAM'S PILLS, the handy remedy of the home. REMEMBER
that in taking BEECHAM'S PILLS you are not trying an experiment. They
are, and have been for many years, the only Family Medicine in innumerable
healthy homes. With a box of BEECHAM'S PILLS handy you have a ready
remedy without risk.

Sold at all Drug Stores and by all Medicine Vendors in China;
in boxes, price 9d., 1s. and 2s.

Exshaw's Brandies.

IMPORTANT NOTICE.

PRODUCE OF FRANCE

JOHN EXSHAW

N°1 BRANDY

All my labels are signed

John Exshaw

Messrs. John Exshaw & Co. have
to announce that in order to protect
the public against imitations of their
well-known No. 1 Brandy they have
adopted the label herewith shown.

From October 1st, 1907, all Shipments of
JOHN EXSHAW No. 1. BRANDY
will bear this label—

PRODUCE OF FRANCE

JOHN EXSHAW

N°1 BRANDY

All my labels are signed

John Exshaw

SHIPPING.

ARRIVALS.

AWA MARU, Japanese str., 3,915, F. E. Cope, 14th October—Shanghai 11th Oct., General Nippon Yusen Kaisha.
DAKOTAH, German str., 2,211, F. Nicolaissen, 14th October—Salmon 9th October, Elise Melchers & Co.
DAKOTAH, British str., 2,562, Rose, 14th Oct—Shanghai 10th October, Kerosina Oil Co.
HILIAN, German str., 1,539, Metzentin, 13th October—Hongkong 12th October, Coal-Siemssen & Co.
HONGKONG MARU, Japanese str., 3,447, W. C. T. S. Finner, 14th Oct.—San Francisco 15th Sept., Mail and General—Toyo Kisen Kaisha.
KAGOSHIMA MARU, Japanese str., 2,731, R. Kori, 14th October—Singapore 8th Oct., General Nippon Yusen Kaisha.
KUFICHANG, British str., 1,215, Hooker, 14th October—Tientsin 8th October, General Butterfield & Swire.
KWANGTAN, Chinese str., 1,536, Wm. H. Lunt, 13th October—Shanghai 10th October, General-Chinese.
NARA, French str., 3,493, Schmitt, 14th Oct.—Shanghai 11th Oct., Silk and Curio—Messageries Maritimes.
NICHIBET MARU, Jap. str., 1,410 Oct.—Canton 14th Oct.—Bangkok 5th Oct., General Butterfield & Swire.
PINQUAY, British str., 1,445, E. Warrall, 14th October—Liverpool via Singapore 9th October, General—Butterfield & Swire.
PRONTO, Norwegian str., 337, The Seeborg, 14th October—Salmon 9th October, Rice—Assand, Thorson & Co.
WOKANG, British str., 1,021, F. Bucking, 14th Oct.—Bangkok 5th Oct., General Butterfield & Swire.
YUENHANG, British str., 1,128, Meyrick, 14th October—Manila 11th October, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
14th October.
Faisang, British str., for Shanghai.
Nora, French str., for Europe, &c.
Sigan, British str., for Hoihow.
Solstad, Norwegian str., for Newchwang.

DEPARTURES.

14th October.
AMA TOMI MARU, Japanese str., for Yokohama.
CHANGCHOW, British str., for Swatow.
CHOYBAH, British str., for Canton.
DAKOTAH, British str., for Canton.
FERNET SIMONS, French str., for Shanghai.
FOOKSANG, British str., for Shanghai.
KWANGTAN, Chinese str., for Canton.
PI GRESS, German str., for Tientsin.
PROTEUS, Norwegian str., for Swatow.
TOTOMI MARU, Japanese str., for Singapore.

SHIPPING REPORTS.

The British str. Yuenhang reports moderate N. E. winds and sea clear weather.
The British str. Pingway reports fresh to moderate variable winds and showery weather.

VESSELS IN DOCK.

October 14th.
ABERDEEN DOCKS—
KOWLOON DOCKS—Deli, Menban, H.M.S. Harb, Tai On.
COSMOPOLITAN DOCKS—Lunshan, Hongkong Maru.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAITAN,"
Captain J. S. Roach, will be despatched for the above Ports TO-DAY, the 15th inst., at 9 A.M.
For Freight or Passage apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 11th October, 1907. 1652



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SINGAPORE & BOMBAY.

THE Company's Steamship
"ISTOK,"
Capt. M. Tice, will leave for the above Ports on FRIDAY, the 18th inst.
For Freight apply to
SANDER, WIELER & Co.,
Agents,
Hongkong, 5th October, 1907. 1622

JAVA-CHINA-JAPAN LINE.
FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.
Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship
"TJIKINI,"
Captain Koops, will be despatched for the above Ports on or about 22nd October.
For information as to Freight and Passage, apply to the
Head Agent of the
JAVA-CHINA-JAPAN LINE,
York Buildings, 1st Floor,
Hongkong, 14th October, 1907. 1658

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).
With option to Call at Mexican and other Coast Ports.

Steamers
"KATHARINE PARK" 5,000 End of Nov.
"KASATO MARU" 6,100 Sometime in March 1908.
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building,
Hongkong, 12th October, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.
Sections.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to West Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via usual ports of call...	OCEANA	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & ANTWERP	MANILA	Brit. str.	—	F. E. Andrews, R.N.E.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES, &c. via Ports of Call	NERA	Brit. str.	—	C. Solmitz	MESSAGERIES MARITIMES.	To-day, at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN	INDIEN	Dan. str.	—	Hildebrandt	MELCHERS & Co.	On 24th inst.
HAVRE & HAMBURG via STRAITS, &c.	BELGRAVIA	Ger. str.	k.w.	Solmer	HAMBURG-AMERIKA LINE	On 19th inst.
HAVRE & HAMBURG via STRAITS, &c.	SURVIA	Ger. str.	k.w.	Gierstenbrin	HAMBURG-AMERIKA LINE	On 12th November.
HAVRE & HAMBURG via STRAITS, &c.	HOBENSTAUEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINE	On 26th November.
HAVRE & HAMBURG via STRAITS, &c.	SILBIA	Ger. str.	k.w.	Rud. Meyer	HAMBURG-AMERIKA LINE	On 30th inst.
NAPLES, GENOA, ALGERIA, GIBRALTAR &c.	ELIET	Aut. str.	—	P. Craglietto	MELCHERS & Co.	On 23rd inst., at Noon.
TRIESTE, &c. via SINGAPORE, &c.	PERIA	Aut. str.	—	—	SANDER, WIELER & Co.	About 23rd inst., P.M.
ODESSA	NINI NOVGOROD	Rus. str.	—	—	MELCHERS & Co.	On 18th inst.
NEW YORK	HEADLEY	Am. str.	—	—	ARNHOLD, KARBURG & Co.	About 26th inst.
NEW YORK via PORTS & SUEZ CANAL	OCEAN MONARCH	Am. str.	—	—	SHEWAN TOMES & Co.	On 2nd November.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 5th Nov., at Noon.
VICTORIA (TO) & TACOMA via JAPAN	KUMERIC	Am. str.	—	D. Baird	DODWELL & Co., Ltd.	On 25th inst.
CALLAO and IQUIQUE, via JAPAN PORTS, &c.	KATHARINE PARK	Brit. str.	—	L. Dawson	TOTO KISEN KAISHA	End of November.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	1 m.	Holms	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS via PORT DARWIN &c.	QUEEN OF VENICE	Ger. str.	—	W. von Senden	GIBB, LIVINGSTON & Co.	On 26th inst., at Noon.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	—	—	MELCHERS & Co.	On 7th Nov., at Noon.
VLADIVOSTOCK via SHANGHAI	YOKOHAMA	Brit. str.	—	—	MELCHERS & Co.	About 30th inst.
YOKOHAMA AND KOBE	YOKOHAMA	Brit. str.	—	—	MELCHERS & Co.	On 25th Nov., at 4 P.M.
YOKOHAMA AND KOBE	YOKOHAMA	Brit. str.	—	—	MELCHERS & Co.	Quick despatch.
CHEFOO & TIENTSIN	CHEFOO & TIENTSIN	Brit. str.	—	—	MELCHERS & Co.	On 18th inst., at 4 P.M.
CHEFOO & NEWCHWANG	CHEFOO & NEWCHWANG	Brit. str.	—	—	MELCHERS & Co.	On 19th inst., at 4 P.M.
SHANGHAI (DIRECT)	SHANGHAI (DIRECT)	Brit. str.	—	—	MELCHERS & Co.	To-morrow, at Daylight.
SHANGHAI	SHANGHAI	Brit. str.	—	—	MELCHERS & Co.	To-day, at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	SHANGHAI via SWATOW, AMOY & FOCHOW	Brit. str.	—	—	MELCHERS & Co.	On 17th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI, KOBE & YOKOHAMA	Brit. str.	—	—	MELCHERS & Co.	On 18th inst., at 9 A.M.
SHANGHAI	SHANGHAI	Brit. str.	—	—	MELCHERS & Co.	About 21st inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Brit. str.	—	—	MELCHERS & Co.	About 22nd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI, MOJI, KOBE & YOKOHAMA	Brit. str.	—	—	MELCHERS & Co.	About 27th inst.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	—	MELCHERS & Co.	End of October.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI, MOJI, KOBE & YOKOHAMA	Brit. str.	—	—	MELCHERS & Co.	On 2nd November.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	—	MELCHERS & Co.	About 10th November.
ANPING via SWATOW & AMOY	ANPING via SWATOW & AMOY	Brit. str.	—	—	MELCHERS & Co.	Middle of November.
SWATOW, AMOY & FOCHOW	SWATOW, AMOY & FOCHOW	Brit. str.	—	—	MELCHERS & Co.	On 16th inst., at D'light.
SWATOW, AMOY & FOCHOW	SWATOW, AMOY & FOCHOW	Brit. str.	—	—	MELCHERS & Co.	To-day, at 9 A.M.
SWATOW, NINGPO & SHANGHAI	SWATOW, NINGPO & SHANGHAI	Brit. str.	—	—	MELCHERS & Co.	On 18th inst., at 9 A.M.
SWATOW & SHANGHAI	SWATOW & SHANGHAI	Brit. str.	—	—	MELCHERS & Co.	On 18th inst., at 4 P.M.
TAMUI via SWATOW & AMOY	TAMUI via SWATOW & AMOY	Brit. str.	—	—	MELCHERS & Co.	On 29th inst., at 4 P.M.
MANILA	MANILA	Brit. str.	—	—	MELCHERS & Co.	On 20th inst., at 9 A.M.
MANILA	MANILA	Brit. str.	—	—	MELCHERS & Co.	To-day, at 4 P.M.
MANILA	MANILA	Brit. str.	—	—	MELCHERS & Co.	On 18th inst., at 4 P.M.
MANILA	MANILA	Brit. str.	—	—	MELCHERS & Co.	On 25th inst., at 4 P.M.
MANILA	MANILA	Brit. str.	—	—	MELCHERS & Co.	On 26th inst.
CEBU & ILOILO	CEBU & ILOILO	Brit. str.	—	—	MELCHERS & Co.	On 18th inst., at 4 P.M.
KUDAT & SANDAKAN	KUDAT & SANDAKAN	Brit. str.	—	—	MELCHERS & Co.	Beginning of November.
SINGAPORE & BOMBAY	SINGAPORE & BOMBAY	Brit. str.	—	—	MELCHERS & Co.	On 18th inst.
SINGAPORE, PENANG & CALCUTTA	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—	—	MELCHERS & Co.	On 19th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—	—	MELCHERS & Co.	On 24th inst., at Noon.
JAVA PORTS	JAVA PORTS	Brit. str.	—	—	MELCHERS & Co.	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	BATAVIA, CHERIBON, SAMARANG, &c.	Brit. str.	—	—	MELCHERS & Co.	About 22nd inst.

EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

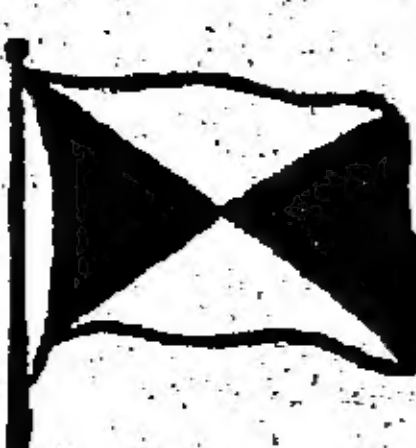
DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN	"INDIEN"	On 24th October.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	End of October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of November.

For Further Particulars, apply to
MELCHERS & CO.
Hongkong, 5th October, 1907. Agents.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI	"WOSANG"	Tuesday, 15th Oct., 4 P.M.
SHANGHAI	"CHOYSANG"	Thursday, 17th Oct., 4 P.M.
MANILA	"YUENSANG"	Friday, 18th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 19th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thursday, 24th Oct., Noon.
MANILA	"LOONGSANG"	Friday, 25th Oct., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class Single \$ 65. Return \$100.
Penang " " 85. " 130.
Calcutta " " 165. " 250.
These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**
Hongkong, 15th October, 1907. GENERAL MANAGERS. 38



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 19th October.
RUBI	2540	R. W. Almond	Manila	On 26th October.

For Freight or Passage apply to
SHEWAN TOMES & CO.,
GENERAL MANAGER.
Hongkong, 12th October, 1907. 15



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
S.S. "OCEAN MONARCH" ... On 2nd November.
For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 14th September, 1907. 16

HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.

BY the new steamers, "RHEANIA," "HABSBURG" and "HOHENSTAUEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins provided WITH ONLY LOWEST BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILBIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.
SILBIA ... 2nd November	* HOHENSTAUEN 30th October
SCANDIA ... 2nd December	SILBIA ... 11th December

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:	NEXT SAILINGS HOMEWARD:
SITHONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 21st Oct.	SITHONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 21st Oct.
SILBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Nov.	SILBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Nov.
DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 30th Nov.	DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 30th Nov.
SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.	SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.
C. FELD LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.	C. FELD LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TIENTSIN, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIA PERSIAN SERVICE" to Arabia and Persian Gulf Ports.

BELGRAVIA	HAVRE & HAMBURG	19th Oct.
* HOHENSTAUEN	HAVRE & HAMBURG	30th Oct.
SUEVIA	HAVRE & HAMBURG	12th Nov.
BREISGAVIA	HAVRE & HAMBURG	26th Nov.
* SILBIA	HAVRE & HAMBURG	11th Dec.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board. 12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	D. Baird	On 25th October.
SHAMMUT	9,606	E. V. Roberts	On 6th November.

1 Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw ss. "SHAMMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED.
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 4th October, 1907. 7

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"NERA"
Captain C. Schmitt, will be despatched for MARSEILLES, on TUESDAY, the 15th October, at 1 P.M.
The Steamer connects at Colombo with one of the Co's Australian steamers, bound for Marseilles via BOMBAY and Aden.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "YARBA" ... 29th Oct.
S.S. "ERNEST SIMONS" ... 12th Nov.
S.S. "TONKIN" ... 26th Nov.
S.S. "POLYNESIAN" ... 10th Dec.
S.S. "TOURANE" ... 24th Dec.
Agents,
G. DE CHAMPEAUX.

Hongkong, 3rd October, 1907. 2

THE RUSSIAN VOLUNTEER FLEET.

For ODESSA.

THE Steamship

"NIJINI NOVGOROD,"
will be ready to load here as above on 18th October.
For Freight, apply to
MELCHERS & CO.
Agents.
Hongkong, 3rd October, 1907. 1426

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA,"
Captain W. Hayward, R.N.E., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 19th October at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "BRITANNIA," 6,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Suez and Yachting, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "OCEANA," due in London on 30th November, 1907.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 7th October, 1907. 1

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"HEADLEY,"
will be despatched for the above Ports on or about SATURDAY, the 26th October.
For Freight apply to
ARNHOLD KARBURG & Co.
Agents.
Hongkong, 7th October, 1907. 1512

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY & MELBOURNE.

(Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 18th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 19th Oct.	See Special advertisement.
LONDON AND ANTWERP	MANILA	About 23rd Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALERMO	Capit. F. E. Andrews, R.N.	About 27th Oct.	Freight only.
SHANGHAI, MOJI, KOBE, SYDNEY	Capit. B. G. Andrews	About 10th Nov.	Freight and Passage.

Hongkong, 14th October, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 15th Oct, 4 P.M.
SHANGHAI	YOCOW	On 18th Oct, 11 P.M.
CHEFOO and TIENTSIN	KUEICHO	On 18th Oct, 4 P.M.
SWATOW NINGPO, and SHANGHAI	KIUKIANG	On 18th Oct, 4 P.M.
CEBU and ILOILO	KAIKONG	On 18th Oct, 4 P.M.
CHEFOO and NEWCHANG	KWEIYANG	On 18th Oct, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 26th Oct, 4 P.M.
SWATOW and SHANGHAI	SHAOSING	On 28th Oct, 4 P.M.
KOBE	TSINAN	On 28th Nov, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th October, 1907.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	PRINZ WALDEMAR	About Friday, 18th October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	PRINZ LUDWIG	About Tuesday, 22nd October.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	KLEIST	Wednesday, 23rd Oct., at Noon.
MANILA, NEWGUINEA, BEIRUT, SYDNEY and MELBOURNE	PRINZ WALDEMAR	Thursday, 7th Nov., at Noon.
KUDAT and SANDAKAN	BORNEO	Beginning of November.

For further Particulars apply to

NORDDEUTSCHER LLOYD.

MELOHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th October, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING VIA SWATOW AND AMOY	FUKUSHU MARU	WEDNESDAY, 16th Oct., at Daylight.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	SOSHU MARU	FRIDAY, Oct., 18th at 9 A.M.
TAMUI VIA SWATOW AND AMOY	JOSHIN MARU	SUNDAY, 20th Oct., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th October, 1907.

T. ARIMA, Manager

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 31 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	TELEPHONE	DEPART HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York 271.10

Intermediate on Steamers, "240," "420," "462."

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

L.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent:—H. A. WITT, London, E.C.
Coaling Agents:—H. A. WITT & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong,
JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS. 1200

Hongkong, 1st December, 1906.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

"BURLOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELOHERS & CO.,

Hongkong, 15th August, 1907.

General Agents. 1265

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES LINES ET DE L'EXTREME ORIENT.
S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,910 tons, 14 knots.
The speediest, most luxuriously appointed and powerful steamers on the line. Departure from Hongkong 9.30 P.M. (SATURDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents:—Messrs. E. Pasquet & Co. For further particulars, please apply to—
HONGKONG, 27th September, 1907.

VESSELS ON THE BERTH

For VLADIVOSTOCK.

THE Steamship
"GULF OF VENICE"
will be despatched for VLADIVOSTOCK (via SHANGHAI) on or about WEDNESDAY, the 30th October.
For Freight and further particulars, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 11th October, 1907. 1618

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALACCA (COAST).

PROPOSED SAILINGS FROM HONGKONG.

For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 7th October, 1907. 1236-1254

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILER LONG FLAX RELLANCE CROWN TAPERING ARNHOLD, KARBURG & CO. Sole Agents.

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable address, "IWASAKI," which applies to all Branch Offices.

At ABC 5th Ed. Western Union Code used.

All Letters Addressed:

MANAGER, MITSU BISHI Co.

with names of place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU

SHANGHAI, HONGKONG, &

HANKOW.

AGENTS—

YOKOHAMA: M. ARADA, Esq.

CHINKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima,

Ochi, Shigenaw, Namasuta and Kani-Yamada

Collieries, and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best Buzen Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any order

or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong,

814 No. 2, Pedder Street.

FOR EUROPE & AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum

Postage \$2 to any part of the World

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"CANDIA"
FROM ANTWERP, MIDDLESBOROUGH
LONDON, MALTA, PORTSAID,
SUZEE AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1907.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Chartered Steamship
"ISTOK"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 18th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th inst. will be subject to rent.

Bills of Lading will be countersigned by
SANDELL, WISLER & Co.,
Agents.
Hongkong, 11th October, 1907. 1613

S.S. "BERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
ex s.s. "Dordogne," from Havre
ex s.s. "Dordogne," from Bordeaux ex s.s.
"Vile de Rochefort" and "Leroy Lallier" in
connection with the above Steamer are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 3 P.M., To-day, requesting it to be
landed here.

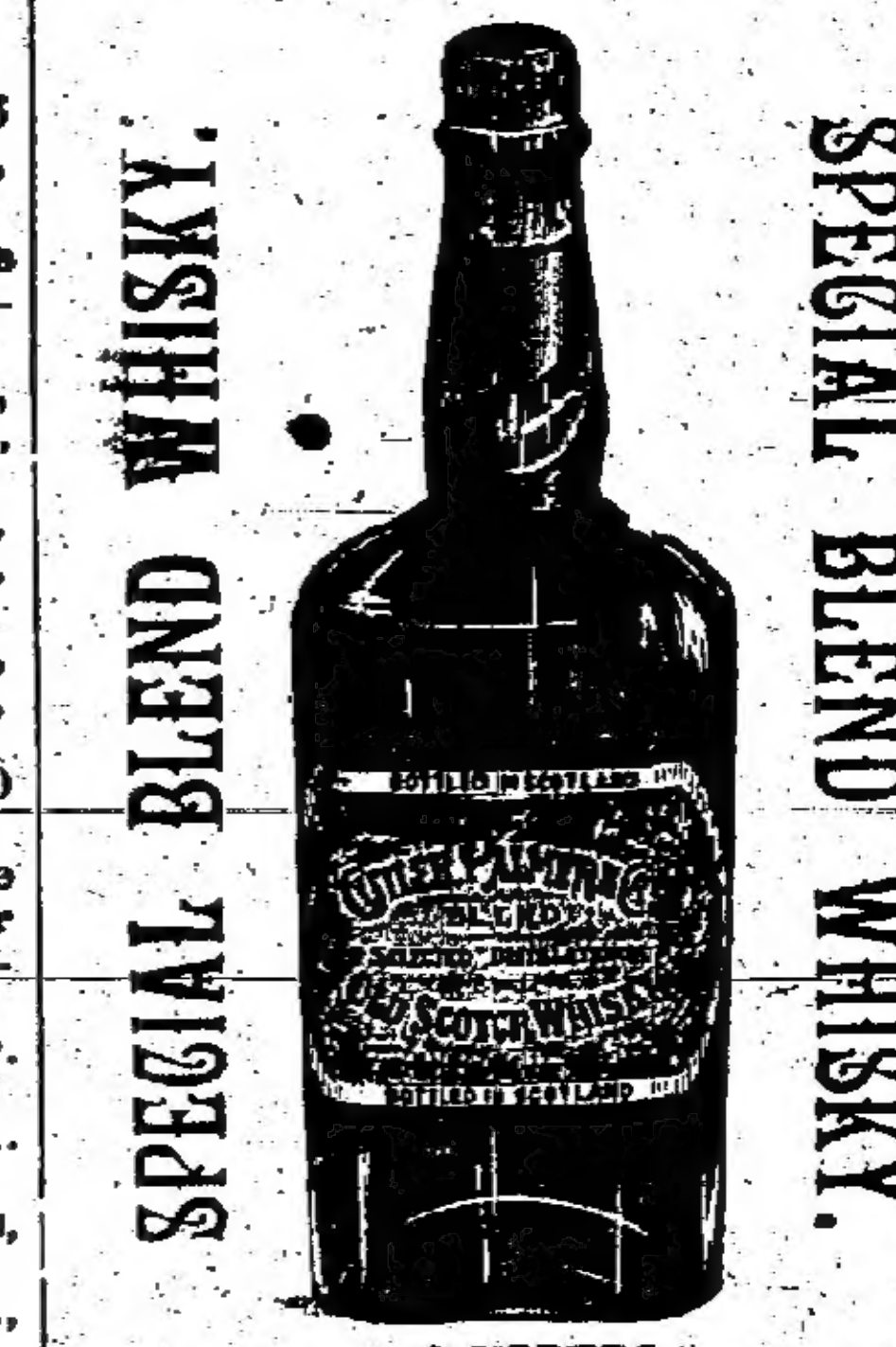
Hills of Lading will be countersigned by the
Underwriter. Goods remaining unclaimed after
MONDAY, the 21st inst., 1907, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 21st inst., 1907, or they will not be
recognised.

All damaged packages will be examined on
MONDAY, the 21st inst., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 13th October, 1907. 2]

Cutler, Palmer & Co.'s



Cutler, Palmer & Co., London.

SIEMSEN & CO., HONGKONG.

ON SALE.

RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mails to the Free Coinage of
Silver.

FROM 1893 TO 1905;
ALSO
RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.

PRICE: \$1 CASH.
On Sale at the "DAILY PRESS" Office, or
Local Booksellers.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 15th November, 1901. 47

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1907. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong 26th July 1907.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
sale daily at the KOWLOON BOOK-
STALL, Mr. H. R. TUN-JEE'S KOWLOON
STORE, No. 36, Elgin Road. Mr. H. YAU'S
FERRY WHARF STALL.
Hongkong, 22nd November, 1903.

SHIPPING-IN PORT.

ANTILLOCHUS, British str., 5,796, G. D. Kays,
5th October—Tacoma via Ports 4th Sept.,
General—Butterfield & Swire.

CARL DRECHER, German str., 774, T. P.
Kayer, 8th October—Hankow, Hobei
7th October, General—Jensen & Co.

CHILDAR, Norwegian str., 1,192, Augustus
12th Oct.—Bangkok, 4th Oct., General—
Nippon Yusen Kaisha.

CHINA, Austrian str., 5,999, A. de Patris, 9th
October—Trieste and Singapore 4th Oct.,
General—Sunder, Wisler & Co.

CHOYANO, British str., 1,424, A. E. Sandback,
13th October—Shanghai 8th and Swatow
12th October, General—Jardine, Matheson
& Co.

DELL, German str., 726, J. Leup, 3rd October—
Bangkok 20th Sept., Hobei—Melchers & Co.

EMMA, ex-Japan, British str., 3,932, B.
Betham, 22nd Sept.—Vancouver, B.C.,
3rd Sept., Mails and General—Flour—
C. P. R. Co.

FAUNANG, British str., 1,110, H. S. M. Kier,
13th October—Singapore 6th Oct., General—
Jardine, Matheson & Co.

FOOCHOW, British str., 1,227, J. Davies, 8th
Oct.—Wuhu 3rd Oct., Rice—Butterfield
& Swire.

FORESTDALE, British str., 2,233, 8th October—
Samarang 2nd October, Sugar—Butterfield
& Swire.

FURUSHI MARU, Japanese str., 1,190, T. Ito,
12th October—Anping 9th Oct., General—
Osaka Shosen Kaisha.

HATTAN, British str., 1,183, J. S. Roach, 13th
October—Cass's Ports 13th October,
General—Douglas, Laprak & Co.

ISTOK, Austrian str., 1,850, M. Tieser, 11th Oct.—
Bombay 20th Sept., General—Sunder,
Wisler & Co.

KAGA MARU, Jap. str., 6,301, G. S. Lapraque,
6th Oct.—Seattle Wash. U.S.A. 3rd Sept.,
and Shanghai 3rd Oct., General—Nippon
Yusen Kaisha.

KAIKONG, British str., 987, E. Finlayson, 12th
October—Cebu and Hobei 8th Oct., Sugar
and Wood—Butterfield & Swire.

KJELD, Norwegian str., 911, Heller, 10th Oct.—
Samarang 29th Sept., Sugar and Pine
Nuts—Aagaard, Thoresen & Co.

KOUKI MARU, Jap. str., 2,231, K. Murakami,
13th October—Moji 7th Oct., Coal—Order.

KUTANG, British str., 3,110, Bradley, 12th
October—Moji 8th Oct., General—Jardine,
Matheson & Co.

KWEIYANG, British str., 1,041, Dawson, 13th
Oct.—Newchwang and Chefoo 8th Oct.,
Oil and Beans—Butterfield & Swire.

MATHILDE, German str., 211, A. Hansen, 11th
October—Haiphong 9th October, General
and Coal—Jensen & Co.

MINNESOTA, American str., 1,333, Charles
Austie, 12th Oct.—Seattle via Shanghai
9th Oct., Mails & General—Nippon Yusen
Kaisha.

NANSHAN, British str., 1,299, Allan Jones, 3rd
September—Saigon 25th Sept., Rice and
General—Bradley & Co.

NICHIBEI MARU, Jap. str., 1,420, E. Minagawa,
9th October—Wakamatsu 3rd Oct., Coal
and General—Mitsui Bussan Kaisha.

ORLAND, Norw. str., 917, T. A. Tie, 10th Oct.—
Rajahm and Borneo 4th Oct., Timber—
Wallem & Co.

ORWELL, British str., 2,446, W. Frame, 12th
October—Barry 31st Aug., Coal—Doddwell
& Co.

PHRENOCH, British str., 1,062, J. H. Scott,
3rd Oct.—Saigon 28th Sept., Rice and
General—Chinese.

QUINTA, German str., 957, Frahm, 12th Oct.—
Tientsin 7th October—Siemens & Co.

RAJAHURI, German str., 1,181, F. Bremer, 13th
October—Bangkok 5th and Swatow 12th
Oct., Rice & Timber—Butterfield & Swire.

SANSEN, German str., 9

